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Vol. CCVII, No. 2705
DECEMBER 15, 1951

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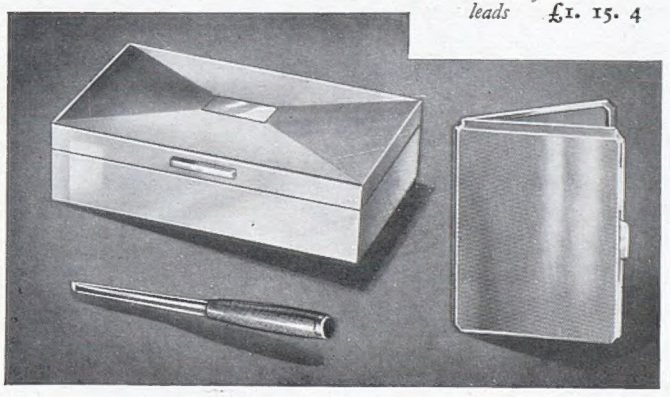

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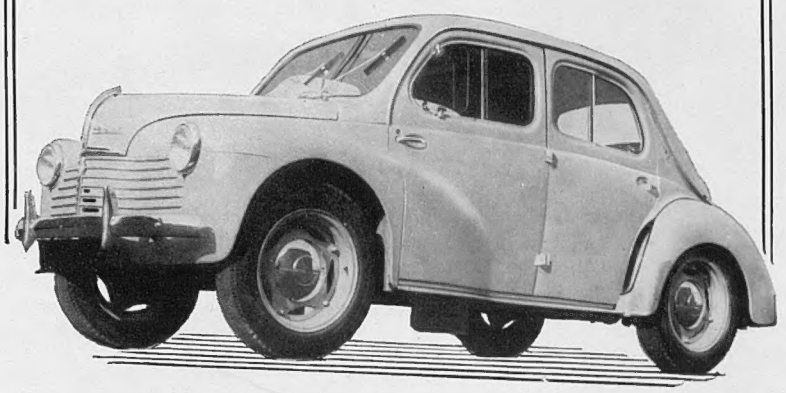

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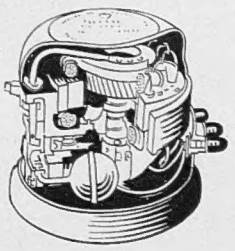

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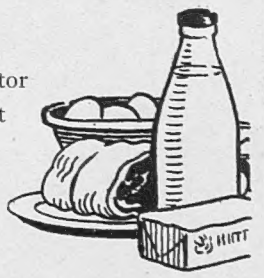

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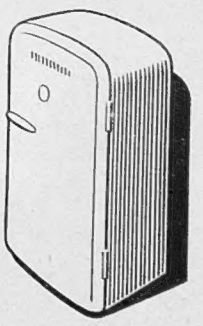

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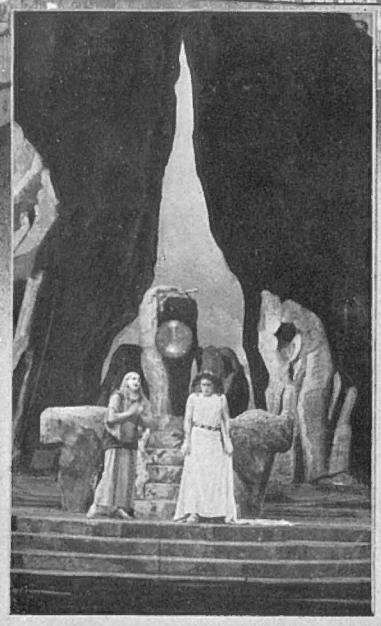

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Volume CCVII No. 2705 The SPHERE, London, December 15, 1951

The SPHERE
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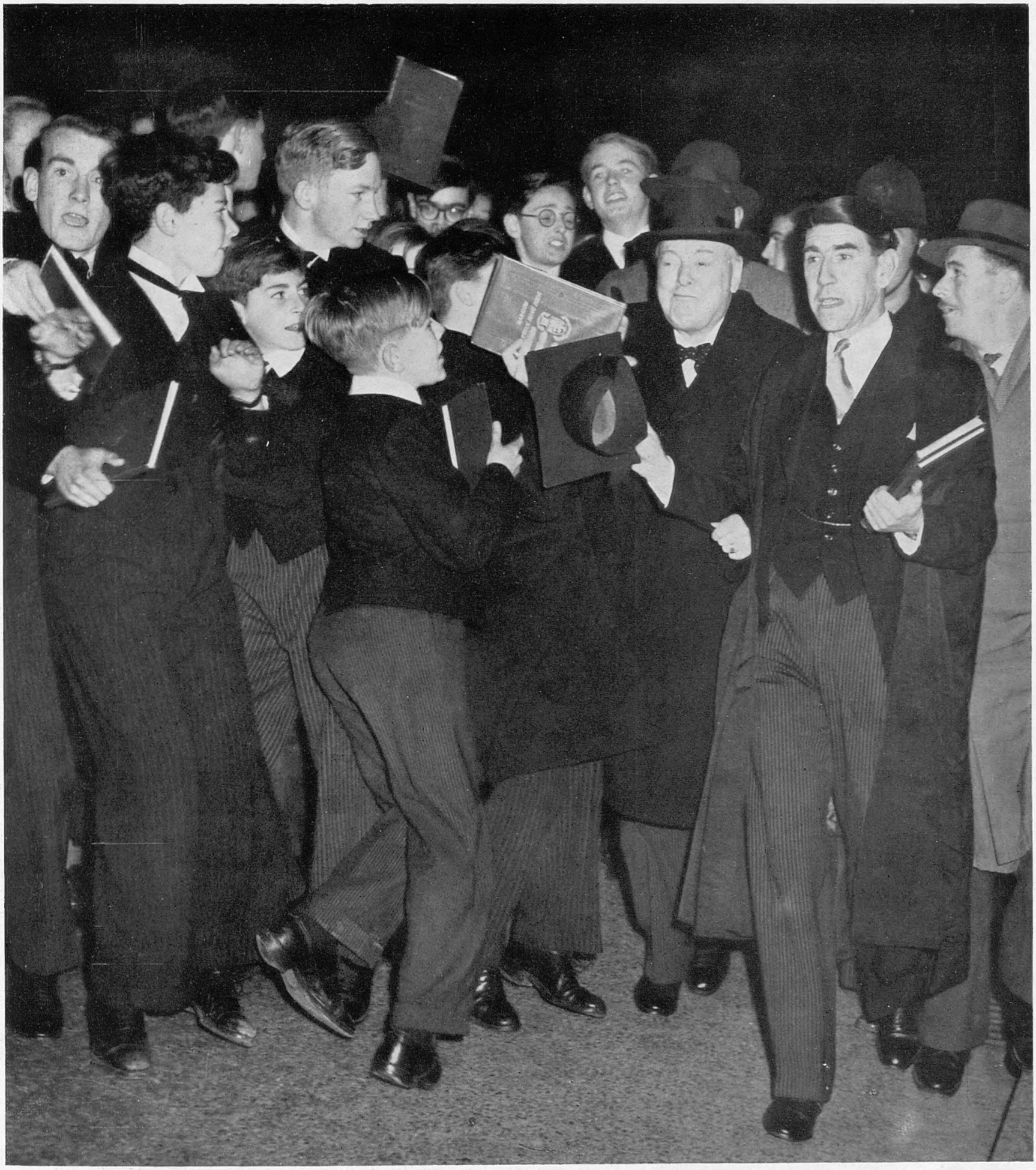
THE EMPIRE'S ILLUSTRATED WEEKLY



HARROW'S FAVOURITE SON—MR. WINSTON CHURCHILL BEING GREETED BY SOME OF THE BOYS WHEN HE VISITED HIS OLD SCHOOL FOR THE ANNUAL SING-SONG: This was the Prime Minister's twelfth successive visit for the school concert in Speech Room, and he practically led the singing of the verse for Old Harrovians in "Forty Years On." In this picture he is seen being accompanied to Speech Room by Dr. R. W. Moore, the Headmaster.

Between the wars, Mr. Churchill was not a familiar figure at Harrow, his old school, but since his first Premiership he has been greatly honoured there, and on no fewer than twelve occasions he has attended the annual school concert in Speech Room and joined heartily in singing the Harrow songs. The Prime Minister received a great ovation when he rose to speak at this latest gathering, and he had to wait nearly a minute before the cheering of the boys died down. In referring to his new administration at Westminster, Mr. Churchill likened his new tasks to those confronting the schoolboy returning after a long and cheerful vacation: "Now the term has begun again," he said. "It will be a hard term and I can assure you that the hours are very long, the lessons are very hard, the arithmetic and also the subtraction are very hard indeed." As Mr. Churchill left the Speech Room he was cheered all the way down the steps by the boys, and they escorted him a hundred yards along the street to the Headmaster's House. A few minutes later, in answer to repeated calls, the Premier appeared at one of the windows and gave the "V" sign.

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EX-KING CAROL OF RUMANIA AND HIS WIFE, PRINCESS HELENA, ARRIVE IN LONDON: They are seen as they reached their hotel after driving from Tilbury, where they landed. King Carol, who recently celebrated his fifty-eighth birthday, is the eldest son of King Ferdinand of Rumania and Marie, granddaughter of Queen Victoria. It is now eleven years since King Carol fled from Rumania with Madame Lupescu, having abdicated in favour of his son following the rise to power of Marshal Antonescu, henchman of the Nazi new order.

KEEPSAKES FOR THE DEPUTATION: Mr. John Masefield, the Poet Laureate, handing books to Miss Toeppfer (centre), of Hamburg University, and Miss Fiedler, of Oxford, when they visited his home near Oxford to present him with the Hanseatic Shakespeare Prize. The Poet Laureate won the prize in 1938, but for wartime and other reasons it has not been possible for him in the past thirteen years to go to Germany to collect the prize, which consists of a diploma and a sum of about £850.

MRS. BESSIE BRADDOCK IN HER ROLE AS "OUTSIZE FASHION QUEEN": The Labour Member for the Liverpool Exchange Division seen with Miss Elizabeth Fry as they displayed the same model gown at the Dorchester Outsize Fashion Display in London. Mrs. Braddock is in demand for opening outsize fashion shows. Her comments are always pithy, as witness her statement: "I like a dress that someone with decent hips can wear." On colour schemes she says: "You are always all right in navy blue." She has described the "New Look" as "the ridiculous whim of idle people."

A London Newsletter

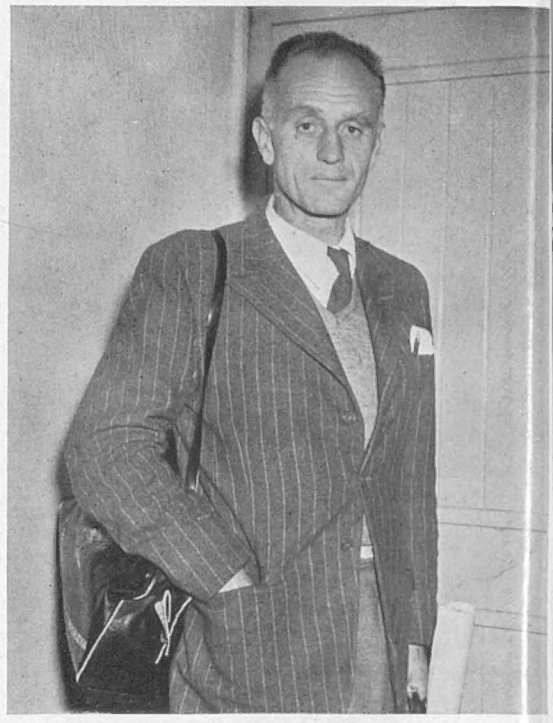
INGRAM HOUSE, 195–198, STRAND, W.C.2.

The Garden of Eden.—Mr. Eden found time to visit this island and speak in Parliament, and even to his constituents at Leamington, after a very busy crush of conferences in various European capitals at the end of November. He did not tell his audience that everything in the garden of Eden was lovely, but he did outline the pattern of the crazy pavement. He made as a start a good point about the United Nations, which has naturally been a target of general criticism for being more national than united, and for a paucity of results. Uninformed petulance gets us nowhere. Mr. Eden reminded us that the United Nations is the only institution where East and West still meet and *might* talk. Unfortunately they prefer to shout, and that tendency he is trying hard to check; and it is clear that progress has been made. He made another point, obvious, but easily forgotten. The United Nations is trying to do the work once accomplished by the "Chancelleries of Europe." Under "the old diplomacy" the nations first decided their national policies and then sought to reconcile them with the policies and aims of other nations through diplomatic channels. The United Nations method is to agree a common policy, by continuous consultation first, and thereafter to leave it to the nations to balance or adjust national aims and needs in the interests of common policy. (The new method doubles the work thrown on statesmen and reduces the importance of ambassadors.) It is still a very new method, and can only be expected to work piecemeal and to give disappointing results, but if the pavement looks to-day crazier than it should, the pattern is traceable. Mr. Eden's pilgrimage is set upon reducing the temperature of debate in United Nations and its allied conferences, and thereafter upon fitting small pieces, one by one, into the crazy path to peace, so that the builders may march slowly forward along it on solid ground, to the temple of Harmony at the far end. The simile of the Garden (of Eden) carries us through this paragraph without difficulty. Already he has led us down the garden path a step or two. Quite definitely he has brought into the United Nations a hint of returning sanity.

Too Many Talking Shops.—The previous paragraph leads me on to examine into the causes of recent cynicism and sense of frustration which to-day invest the peace conferences of the Powers. It is their multiplicity. There have been of late, inevitably but unfortunately, too many of them in session at one time. Ideally, I suppose, and in the far future, the United Nations, sitting in one permanent place, would deal with every subject now being thrashed out in many lands by representatives of the nations. To-day it is naturally impossible that the agenda of the United Nations, the agenda of N.A.T.O., the problems of Malaya, the Korean armistice, not to mention the loose ends of the Persian and Canal Zone tangles, could be the concern of sub-committees of one single organisation, based in one permanent capital, nor, if it were possible, could such *ad hoc* sub-committees do their work without the report of investigators on the spot. But in the last week of November 1951, the number of major conferences in session over the face of the world not only taxed the resources of hard-pressed Governments to keep at home enough Ministers to deal with home affairs and with the democratic requirements of Parliament, but by their global multiplicity not unreasonably induced public cynicism and gave the impression that modern statesmen had become mere commercial travellers. So long as these international conferences must be splashed over the earth's face, the statesmen must follow and dart to and fro like swallows on the wing; but the experience of recent weeks does suggest that there is scope for better planning and dating, if Foreign Ministers and other major statesmen are not to become Flying Dutchmen and the United Nations Organisation a mere unit in a group of word-factories.

The Tragedy in Dock Road.—It is a commonplace that men are more moved by an accident to an individual in their own street than by a holocaust 2,000 miles away. It is, alas! a commonplace that murder, destruction and waste of young lives to-day form a large part of the week's news. The recent tragedy in Gillingham, in which twenty-three boy cadets died and almost as many were maimed or injured, has perhaps as profoundly shocked the nation as any such "act of God" that has taken place in peace since the sinking of the *Titanic*. For this was a holocaust in our street. It would be difficult to invent circumstances attending such an "act of God" so calculated to strain the faith of the feeble, for it was a tragedy of innocence. The agent of destruction had an unblemished record, and was, indeed, about to receive a medal for twenty-five years of safe driving. The victims were little boys, marching in disciplined formation under trained leadership. The night was clear, there was no question of recklessness or lack of precaution. The matter at the time of writing awaits official investigation, and it is not desirable to enlarge on it. The only hint so far vouchsafed that human failure contributed to the tragedy is a statement *obiter* that for years Dock road has been a black spot, and that, despite frequent complaints, authority had done nothing to improve the lighting. This statement is not proven. When a report is issued, time will have marched on, the sharp edges of the tragedy will, at least for the general public, be blunted, and the intensity of our sympathy for the victims and their family will no longer occupy so much of our thoughts. For that, perhaps mercifully, is the way of the world.

Cuts in Administration.—It will be said (we may be sure) that already the new Government is treacherously and impiously laying its rough hands and axe on education and health services, and perhaps Miss Horsburgh's directive was rather too vague to be directive and too late to be effective before April next. But there is a good answer to the critics, and it lies in an old saw: "Too many cooks." It is the cost of *administration* which for ever rises in most of our national services; it is the damnable doctrine that what one person could and did do in the "bad old days" requires to-day two or three. It is not uncommon to hear of hospital staffs (domestic-administrative) multiplied by three since 1945. The enormous increase in directives, circulars, questionnaires and forms of all kinds for ever calls for clerical staff increases. In the last few years the accent in bureaucratese has been thrown not on what is done but on how it is done. The form and importance of the department overshadows and submerges the job it is created to do. We need make no cheap jibes at tea-making. The clerical cohorts no doubt fill their hours with typing and filing, but how much of that work is essential, to what extent do vital, urgent, daily tasks depend on the sum total of paper work? Statistical research and returns, the publication and circulation of new theories and directives, are admirable, but they do not assist current, instant tasks—the bed for the patient in need, the feeding and adequate teaching of the infant scholar.



HE BROUGHT BACK NEWS OF THE NEW WAY TO EVEREST: Mr. Eric Shipton, leader of the 1951 reconnaissance against the great peak, seen on arrival in London last week. His view that it may now be possible to climb Mount Everest if the approach is made from the south-west is the result of many weeks spent in the vicinity of the peak. It has been stated that Mr. Shipton will lead the assault on Everest next year. The story of his reconnaissance is described and illustrated in a special feature on pages 445-49 of this issue of "The Sphere." Mr. Shipton also brought back from Everest some remarkable pictures purporting to be the footprints of that legendary creature called the "Abominable Snowman."

It *Can* Be Done.—This grandiose and luxuriant view of bureaucratic administration is as rife in local as in central government. The County Hall and the Rural Council must vie with Westminster, minutes must be *printed* for redundant committees, agenda is sent out piecemeal to every member in a number of long, new envelopes. The committee-rooms are marvels of the art of modern house decoration, each one a factory of redundant words. It is no longer "what have you *done*?" which proves a department's or a committee's usefulness but "what is the size and shape of your administrative organisation?" It is no answer to the blunt question: "Have you healed the sick and fed the child with wisdom and food?" to reply: "Our card-index system is the wonder of the county; we have issued 1,000,000 more words in leaflets than in 1949." Filing systems and even leaflets may be good. But in 1951–52, in a fearful emergency, many frills must go—they have long since been lost to the housewife—and even the future must yield to the urgent present need. Whitehall and County Hall must learn the need for economy which they sometimes preach—in leaflets.

Earldom.—Not many months ago I ventured the theory that the austerity of our times and the progress of democracy, which already appeared

to have put paid to the creation of dukedoms (since 1874) and marquisates (since 1936), had nearly done the same for earldoms—always, of course, excluding semi-Royal creations. And now we find a Labour Lord Chancellor raised to an earldom. It is very puzzling, even when we admit that no Lord Chancellor since Lord Birkenhead had made more reforms in our laws than Lord Jowitt. Lord Simon, in his lifetime, in addition to sitting on the Woolsack for five years, filled many of the major portfolios of State, including the Foreign Office, Exchequer and Home Office. There was no earldom for him. But surely he could have had one had he desired it. Is there still prestige in an earldom? Is there indeed prestige in a peerage? Are there men alive to-day who long to be peers, who pant for earldoms? There are. We know it and find that amiable weakness or vanity in the most unlikely quarters. Even among the Socialists, some (though by no means all) have grasped their coronets with delight, and have been gratified to multiply the gilt balls on the circle. Only the other day, I read Mr. Harold Nicolson admitting (but I think his tongue was in his cheek) how gratifying he found the sound and flavour of the title "earl," and that he positively would delight in a baronetcy. (Unlike Oscar Wilde, who urged a "special form of prayer" for baronets.) We are in 1951. Some are born earls, some achieve earldoms, and some have earldoms thrust upon them. I refuse to believe that Lord Jowitt was in the last category. He was not in the first. He is in the second. But the puzzle remains.

Writer's Cramp and Companion.—

I have been studying for some days Sir Ernest Gowers' *A.B.C. of Plain Words*—his sequel to *Plain Words*, that classic and best-seller. With this sequel, he has achieved a rare "double." A sequel is usually a bathos. Trollopes and Anthony Hopes are rare birds. I revel in these classics of Sir Ernest's. I do not know yet whether *Plain Words* has considerably improved the style of bureaucratic and commercial letter- and directive-writing. It has had no effect on those who draft bills and legal regulations. But there is in Sir Ernest's manuals all the material needed to make men write intelligibly—and (to judge by my own experience) the first effect is to make them hesitate to write at all. The *A.B.C. of Plain Words*—that vade-mecum—has given me a bad attack of writer's cramp. I dare not express the simplest idea in writing in my terror of committing a solecism. And that is exactly what is needed in Whitehall. *Solvitur ambulando.* Sir Ernest in *Plain Words* cited that wise departmental chief who, after studying a model draft directive submitted to him, replied: "Couldn't be better, unless you decide not to send it at all." I misquote because I can't find the context in *Plain Words*. That is the point of the *A.B.C.* You can instantly find anything you want in it. When to use a comma; when you may use "very" (practically never); the redundance and danger of "literally." The rightness or otherwise of starting a sentence with "and." The joy and comfort of Sir Ernest lie in his lack of pedantry. He merely invites us to make sense; and to save time and to save ink if we have nothing worth saying.

Under the Rose.—

The last of twenty Private Bills successful in the ballot and set down for Second Reading between February and April is entitled as follows: "To make it unlawful to have possession of any domestic fowl prepared for use in fighting, or of any instrument or appliance designed or adapted for use in connexion with the fighting of a domestic fowl." But this (says you) beats cock-fighting, for the year will be 1952 and cock-fighting was made illegal before I was born. Nevertheless, it smells of cock-fighting, and if you know your way about the farm lanes and by-streets of the North Midlands and Yorkshire, I fancy you might still come upon a *main* and many an ardent fancier, breeder and backer in the circle. Cock-fighting still flourishes here and there under the rose. If you want to get an idea of the range and multiplicity, height and depth, magnitude and triviality of human aims and interests, study the titles of Private Bills and read the Agony Column. One day in Parliament they nationalise an industry or declare a war, the next they pass legislation for the better protection of blackbeetles in captivity. One man devotes his life to the emancipation of slaves, another to collecting bus-tickets. The trouble (with Parliament) is that the laws they make are sometimes broken and must be stuck together again.

Abominable.—

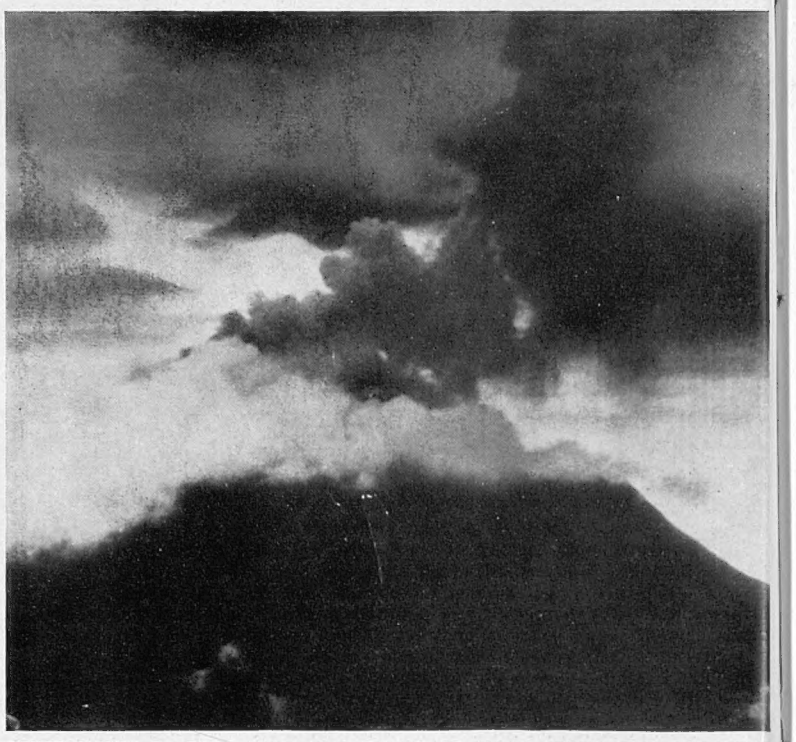
For at least thirty years I have regarded snowmen of all shapes as abominable, especially when my favourite pipe has been purloined to "complete the equipment" of one of these monsters. My last grudge against the home-grown variety is that it perpetuates winter; for when at last the snow has melted on the turf, and the lawn is green again, that loathsome grey relic remains to remind us of our sufferings. I am not a mountaineer and have no personal experience of the Yeti or Metohkangmi variety of this abominable creation. It appears to walk barefaced by night, wearing a ragged coat of red hairs, and has been seen by one or two, perhaps imaginative, Sherpa porters. Some say its name is *Ursus Arctos Isabellinus*, and its footprints in the snows of time lend some shape, if not colour, to this categorisation. I never saw a Yeti yet, I never want to see one. But I can tell you, anyhow, I'd rather see than be one. In this year of fuel austerity, snow and snowmen in Sussex are abominable enough for me, and for my part Mr. Shipton—that heroic pioneer—"can 'ave the 'Imalays."

THE OLD STAGER

A ROYAL OCCASION IN THE CITY OF LONDON—PRINCESS MARGARET AND THE EARL OF ATHLONE GO TO ST. PAUL'S CATHEDRAL FOR A RECITAL OF CHRISTMAS MUSIC: Her Royal Highness and the Earl listening to the recital given by a choir of 400 members of the University of London Musical Society. The choir was accompanied by the Riddick Orchestra and the conductor was Dr. C. Thornton Lofthouse. The Cathedral was filled with students and others, who now rate the recital as an annual event in their Christmas-season calendar.

THE DUKE OF GLOUCESTER DECLARES OPEN THE RESTORED GRAY'S INN HALL, LONDON: The Duke can be seen standing, with the Duchess seated on his left. He was addressing a large company of Benchers and members of Gray's Inn and their guests during the reopening ceremony. Behind the Duke, on the north wall, hang portraits of Queen Elizabeth and five of her great counsellors—Lord Burghley, Francis Bacon, Nicholas Bacon, Lord Chief Justice Holt and Sir Christopher Yelverton. The Hall has been restored to its original Elizabethan aspect under the direction of Mr. Edward Maufe, architect for the reconstruction of the building. It is nearly 400 years since the old Hall was "re-edified" at a cost of £863 10s. 8d. On the night of May 11, 1941, incendiary bombs from German aircraft left it a blackened and empty shell. Now, ten years later, it stands again among the quiet, friendly buildings of this ancient part of London. The great oak gallery, carved with the skill and love still to be found in British craftsmanship, has been restored, and the old emblazoned windows, which were removed for safety at the beginning of the war, are back in their lovely settings. The Duke of Gloucester, in his address, said he liked to think of the Hall in Tudor or Stuart times, strewn with rushes and looking not unlike it does to-day—of the first performance of *The Comedy of Errors*, given, he supposed, from where that dais now stands; and of the fantastic masques staged there at Candlemas.

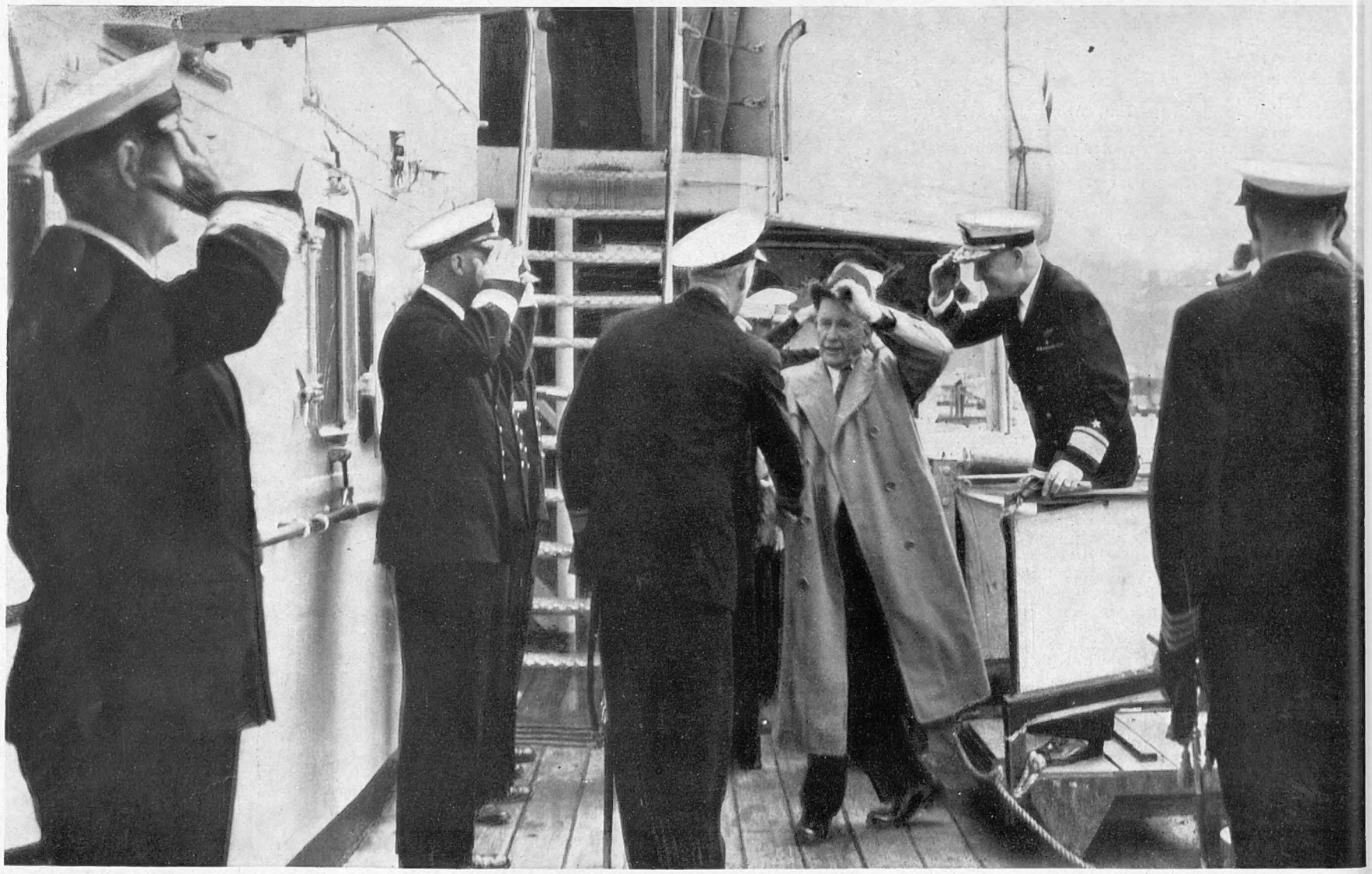
MOUNT HIBOK HIBOK IN VIOLENT ERUPTION—THE HUGE, ATOMIC-LIKE CLOUD RISING ABOVE THE PHILIPPINES AS THE GREAT MOUNTAIN POURED OUT SMOKE AND ASHES FOR THE FOURTH TIME WITHIN THE SPACE OF A FEW DAYS: It was at first reported that at least 2,000 people were buried alive in these eruptions, but later the death-roll was given as about 646. No fewer than ten villages were involved in the eruptions.



DENSE SMOKE POURING FROM THE CRATER OF HIBOK HIBOK, THE PHILIPPINE VOLCANO, AFTER THE THIRD OF THE RECENT ERUPTIONS: The eruptions have completely laid waste Camiguin Island, and a United States Army Colonel who flew over the area after the fourth eruption declared that Camiguin looked like a burning ship. The ten villages buried beneath ash and lava lie between the volcano and the north shore of Camiguin. About four-fifths of the inhabitants perished and the rest were evacuated either to other parts of Camiguin or to other islands. Philippine naval vessels south of Manila were rushed to Camiguin to help in the evacuation work, and United States Air Force planes flew in to Camiguin carrying Philippine Red Cross workers, blood plasma and other supplies. One of the major post-eruption troubles has been that ashes from the volcano have polluted the water supply, and this has added to the misery of refugees fleeing from the north side of the stricken island. Many of the islanders are facing hunger, as the refugees have made inroads on reserves.

FROM THE STRICKEN PHILIPPINES TO TROUBLED TEHERAN

THE GREAT VOLCANIC ERUPTION ON CAMIGUIN; THE AMERICAN VICE-PRESIDENT ABOARD H.M.S. "BELFAST"; MR. LYTTELTON IN MALAYA



THE VICE-PRESIDENT OF THE UNITED STATES GOES ABOARD A BRITISH WARSHIP IN JAPANESE WATERS: Mr. Alben Barkley, who has been making a tour of Japan, the Korean war zone, and Hawaii, seen greeting Rear-Admiral A. K. Scott Moncrieff, R.N., Second-in-Command of the Far East Station, as he went aboard H.M.S. *Belfast* at the naval base near Tokyo. The Vice-President was followed aboard by Rear-Admiral Ralph A. Oftsie, Acting Commander of the U.S. Naval Forces in the Far East. After leaving Japan Mr. Barkley returned to the United States via Hawaii, being present at Pearl Harbour on the tenth anniversary of the treacherous Japanese attack. H.M.S. *Belfast* has played a big part in the Korean war as a unit of the United Nations Task Force. She is now on her second spell of war duty in the Far East.

A CHINESE COMMUNIST ARRESTED ON THE ROUTE OF MR. OLIVER LYTTELTON'S MALAYAN TOUR : This thirty-five-year-old Communist guerilla named Ngue Sam was captured in Bentong Pahang on the day on which the Colonial Minister was visiting the place. The guerilla was armed with a hand-grenade. Mr. Lyttelton's tour, in which he enquired into the state of emergency in the Malayan peninsula, had to be curtailed or modified on several occasions, as news of his whereabouts became known in advance, and it was realised that the guerillas were making every effort to waylay him. Further pictures relating to Mr. Lyttelton's tour, showing his visit to Bukit Serene, will be found on page 436 of this issue.

THE COLONIAL SECRETARY BUCKLES HIMSELF INTO HIS SAFETY BELT : Mr. Oliver Lyttelton seen aboard the Army Auster aircraft in which he flew from an airstrip near Bentong Pahang en route to Kuala Lumpur, his headquarters during part of his six days spent in surveying the Malayan situation. At Kuala Mr. Lyttelton met some of the Asian leaders, and after two days of conversations it was felt that the political climate had been much improved.

HE SCHOOLBOYS RIOT IN TEHERAN : A young student being arrested during the recent disturbances in the Persian capital. These disturbances were of curious origin, being deliberately provoked, it has been asserted. Some correspondents have declared that an attempt is being made by the Government of Persia to link the student discontent with the under-cover activities of the Persian Communists.

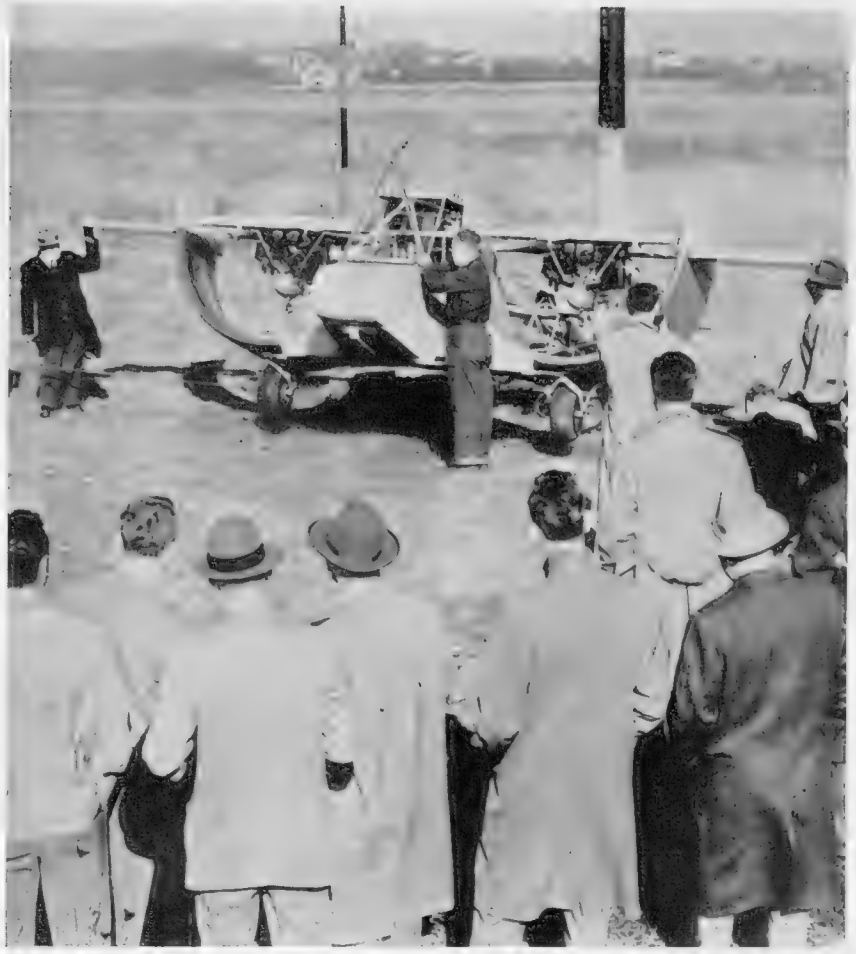
STUDENTS OF THE NOURBAKHS SCHOOL, TEHERAN, SURROUNDED BY POLICE : The girls were rounded-up to prevent them reaching their objective when joining with other students in a march through the heart of Teheran. This encounter with the police seemed friendly enough, but there have been very grave reports of police violence.

THE PRO-MOSSADEK NATIONALISTS MARCH ON THE MAJLIS WITH THE INTENTION OF DRIVING AWAY THE ANTI-GOVERNMENT STUDENTS : This was another aspect of the alarming situation which developed in the Persian capital last week. One correspondent has described these Mossadek Nationalists as hooligan gangs. It appears that on one occasion one of these gangs, carrying heavy clubs, arrived in lorries in the Parliament Square and was turned loose against the school student demonstrators, being deliberately encouraged in its activities by the police. These roughs, mainly young men and many of them ragged, professed to be adherents of Dr. Baqai's Toilers' Party. After chasing the retreating children, they rushed down Lalezar, the main shopping street, possibly in the hope of loot, but all the shopkeepers had long since put up their shutters. Another correspondent saw a cartload of staves and clubs being delivered to hooligans in yet another shopping street.

THE "CHANNEL-WING" AIRCRAFT—A NEW INVENTION FROM THE UNITED STATES: Mr. W. R. Custer, President of the Channel Wing Corporation, of Hagerstown, U.S.A., stands beside his invention, called the channel-wing plane, which was exhibited at the Allegheny County Airport, near Pittsburgh, recently. Mr. Custer says that planes equipped with these new-type wings can take off within a few feet, rise vertically, hover in the air, attain speeds in excess of conventional aircraft, and land vertically. The invention will make expensive aircraft-carriers and lengthy airstrips unnecessary, he says with confidence.

NEW MARVELS FROM THE NEW WORLD

The "Channel-Wing" Aircraft; a New Submarine and the Latest in Ocean Life-saving Devices



NEWSPAPERMEN AND AVIATION ENTHUSIASTS EXAMINE THE NEW "CHANNEL-WING" PLANE AT HAGERSTOWN, MARYLAND: Mr. Custer, the inventor, believes that jet planes, equipped with the wing, will be able to take off from battleships and that it will make aircraft-carriers of the conventional type obsolete.

THE LATEST IN OCEAN LIFE-SAVING EQUIPMENT: These are pictures of a new radio-controlled life-raft, which has been developed by the Douglas Aircraft Company, at Long Beach, California, in conjunction with the Air Material Command of the United States Air Force. The picture *on top* shows the slender aluminium cylinder containing the raft. It can be dropped by aircraft and is also suitable for launching from the torpedo-tubes of submarines. The metal cylinder is forced open automatically by the carbon-dioxide inflating the raft. *Centre*—The raft, unfolding with the magic of an old-fashioned flower-shell dropped in water, is seen half-inflated. *Below*—Under the power of a small motor the now fully-inflated raft travels at speed during its recent trials.

ANOTHER BIG NEW SUBMARINE FOR THE UNITED STATES NAVY ENTERS THE WATER: She is the U.S.S. *Harder*, pictured here at her launching from the Electric Boat Company's Groton Yard in Connecticut, U.S.A. The launching ceremony was performed by Mrs. Philip P. Cole, widow of Lieutenant S. M. Logan, who was executive officer of a submarine of the same name which was lost in the last war. U.S.S. *Harder*, one of the new Tang class fleet-type submarines, is of 1,600 tons and, like her sister-ships, is able to travel faster under water than on the surface. Believed to be one of the most up-to-date submarines in the world, she is equipped with the latest offensive armament and Snorkel devices for under-water breathing when main Diesels are running.

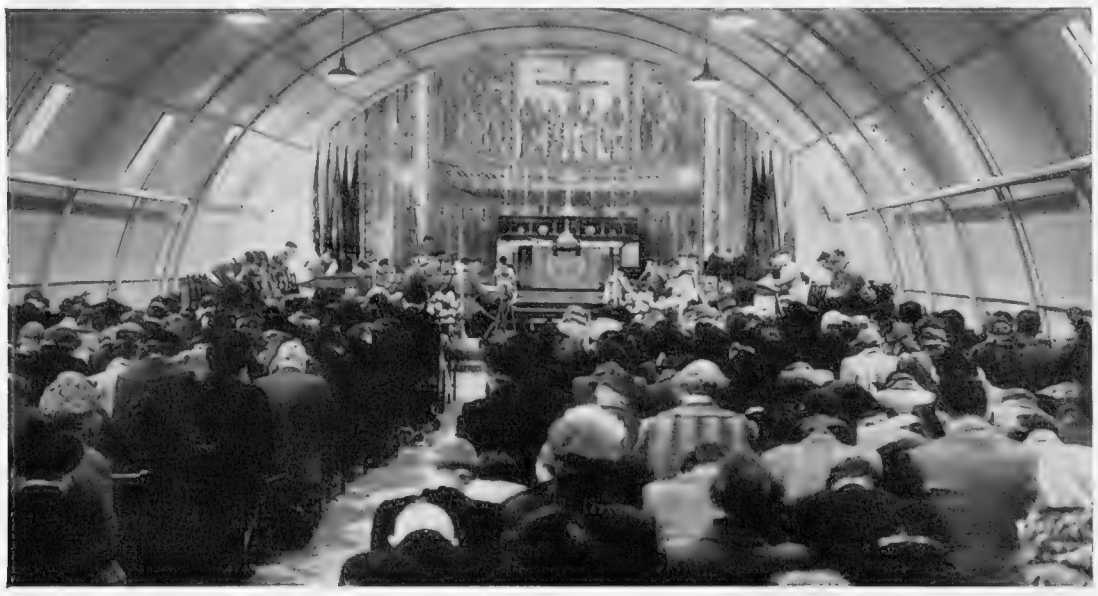
ROYAL OCCASIONS

Princess Elizabeth at the Royal College of Music; The King Drives to Windsor; Prayers for the King at the Guards' Chapel

PRINCESS ELIZABETH VISITS THE ROYAL COLLEGE OF MUSIC: The Princess receives a bouquet from Miss Eileen Price who won the senior singing prize. Princess Elizabeth, who is President of the Royal College of Music, listened to a programme of orchestral music specially prepared by the students under Mr. Richard Austin, and recitals by the prize-winning students, before presenting the prizes at her annual visit. Mr. Alexander Gibson won the Tagore gold medal.

THE KING RETURNS TO WINDSOR: His Majesty had been at Buckingham Palace for a few days after his week-end at Windsor, whence he had made his first outing after his operation to return on December 3 to hold a Council on the following afternoon. The Queen and Princess Margaret accompanied the King by road to Windsor. It has been officially announced that the King and Queen will travel by train to Sandringham on December 21 for their Christmas holiday, and that the King will make his Christmas broadcast from Sandringham House.

THANKSGIVING FOR THE KING'S RECOVERY: Representatives of the regiments of the Brigade of Guards enter the Guards' Chapel, Wellington Barracks, for the Thanksgiving service. *Below*—The service in progress in the Nissen hut built within the blitzed Guards' Chapel. It was conducted by the Chaplain to the Brigade of Guards, the Rev. R. W. Fitz-Patrick. Thanksgiving services were held throughout the country last Sunday preceding the fifteenth anniversary of the King's accession to the Throne.



THE DUKE OF EDINBURGH MEETS THE SINATRAS: The dinner at the Empress Club, in Dover Street, at which the meeting took place, was held so that the stage and film stars taking part in last Monday's Gala Midnight Matinee at the Coliseum could meet the Duke. The midnight matinee was sponsored by the Variety Club of Great Britain in aid of the National Playing Fields Association, of which the Duke is President. After the dinner the artists present put on a star-studded cabaret, during which Frank Sinatra sang. Later his newly-married film-star wife, Ava Gardner, danced with the Duke. The Duke of Edinburgh and Frank Sinatra had discussed the show some months ago, and it was due to Sinatra that so many top American stars had come over to perform for the charity. The turns included a conjuror's sword act by Orson Welles; and songwriter Jimmy MacHugh playing for Rhonda Fleming.

SURVEYING THE MALAYAN SCENE

Mr. Oliver Lyttelton's Visit to the Peninsula in Order to Study Conditions at First Hand

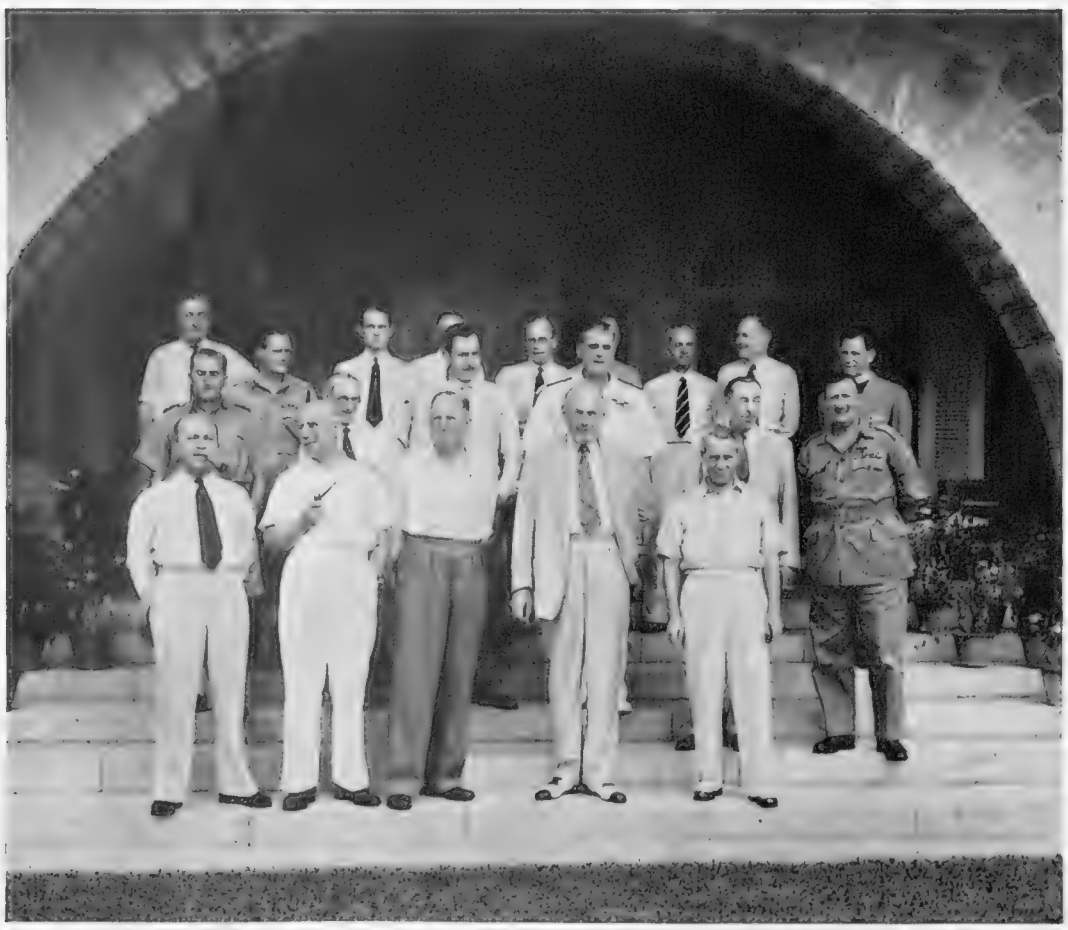
For the second time in eighteen months the situation in Malaya has flared up, and for the second time the crisis has been considered sufficiently serious to call for an investigation by the Colonial Secretary in person. Mr. Lyttelton's visit was not without its element of personal danger, and he did indeed run into trouble, though not of the expected kind, when his aircraft crash-landed at Ipoh.

Mr. Lyttelton started his tour with a visit to Bukit Serene, the home of Mr. Malcolm MacDonald, the Commissioner-General for South-East Asia, and there he had the opportunity of meeting most of the leaders in the battle against the guerillas. He also met in the course of his tour many of the Malayan leaders, to whom apparently he gave offence when indicating that law and order must be restored before there could be political progress in the Peninsula. It seems this view ran very much counter to Malayan opinion, which holds that immediate political reforms may lead to the defeat of the guerilla campaign through winning over increasing numbers of people on the borderline of the guerilla movement. Altogether Mr. Lyttelton spent six days in Malaya and then, after two days in Singapore, arranged to fly on to Hong Kong.

THE SECRETARY OF STATE FOR THE COLONIES ARRIVES AT SINGAPORE TO BEGIN HIS TOUR OF THE FEDERATION OF MALAYA: Mr. Oliver Lyttelton (right) leaving the airfield with Sir Franklyn Gimson, Governor of Singapore. Walking on the extreme left with a bag on his shoulder is Mr. Malcolm MacDonald, the Commissioner-General.

MR. LYTTELTON AT BUKIT SERENE: The Colonial Minister in conversation with the Bishop of Singapore, one of the notabilities in Malayan life to whom he was introduced by Mr. Malcolm MacDonald, Commissioner-General for South-East Asia, at an informal gathering at Mr. MacDonald's residence, Bukit Serene.

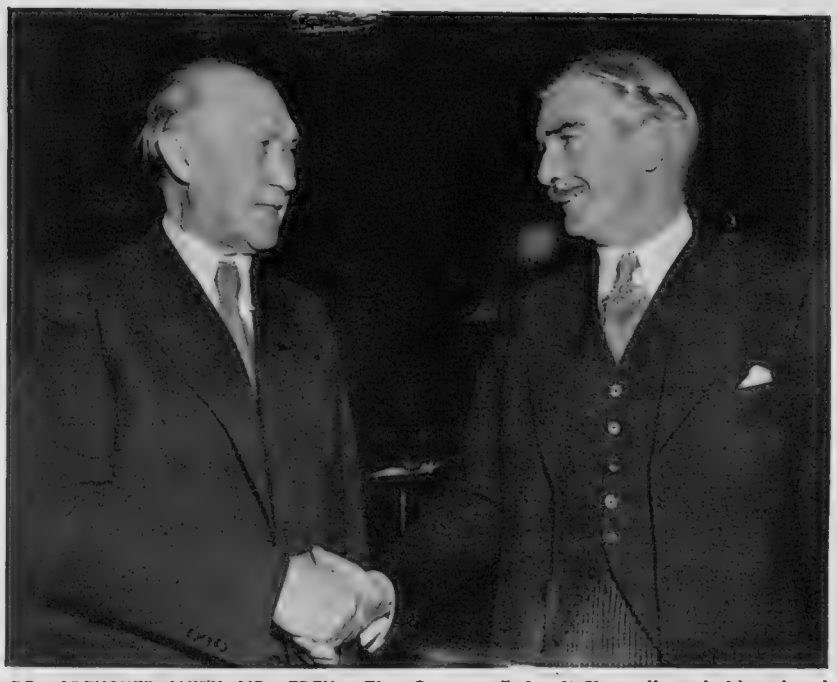
THE MINISTER SEATED IN THE TURRET OF AN ARMOURED CAR: Mr. Lyttelton visiting a resettlement area in Johore during his personal Malayan survey. He took the opportunity of finding out for himself the sort of difficulties under which the planters have to work in these critical times.



MEN WHO ARE INVOLVED IN THE TERRORIST CAMPAIGN IN MALAYA: Mr. Oliver Lyttelton (second from right) at Bukit Serene, the home of Mr. Malcolm MacDonald (right), the Commissioner-General for South-East Asia. Also in the front row are Mr. M. V. Del Tufo, the officer administering Government, Sir Ralph Hone and Sir Franklyn Gimson. In the third row on the right is the Bishop of Singapore and beside him is Sir Harold Briggs, who has until lately been directing the war.

WITH SIR ROB LOCKHART, THE NEW DIRECTOR OF THE WAR AGAINST THE GUERILLAS: The Colonial Minister in conversation with Sir Rob at Bukit Serene. Mr. Lyttelton also had the opportunity of talking with Sir Harold Briggs, who is the retiring director of the war operations.

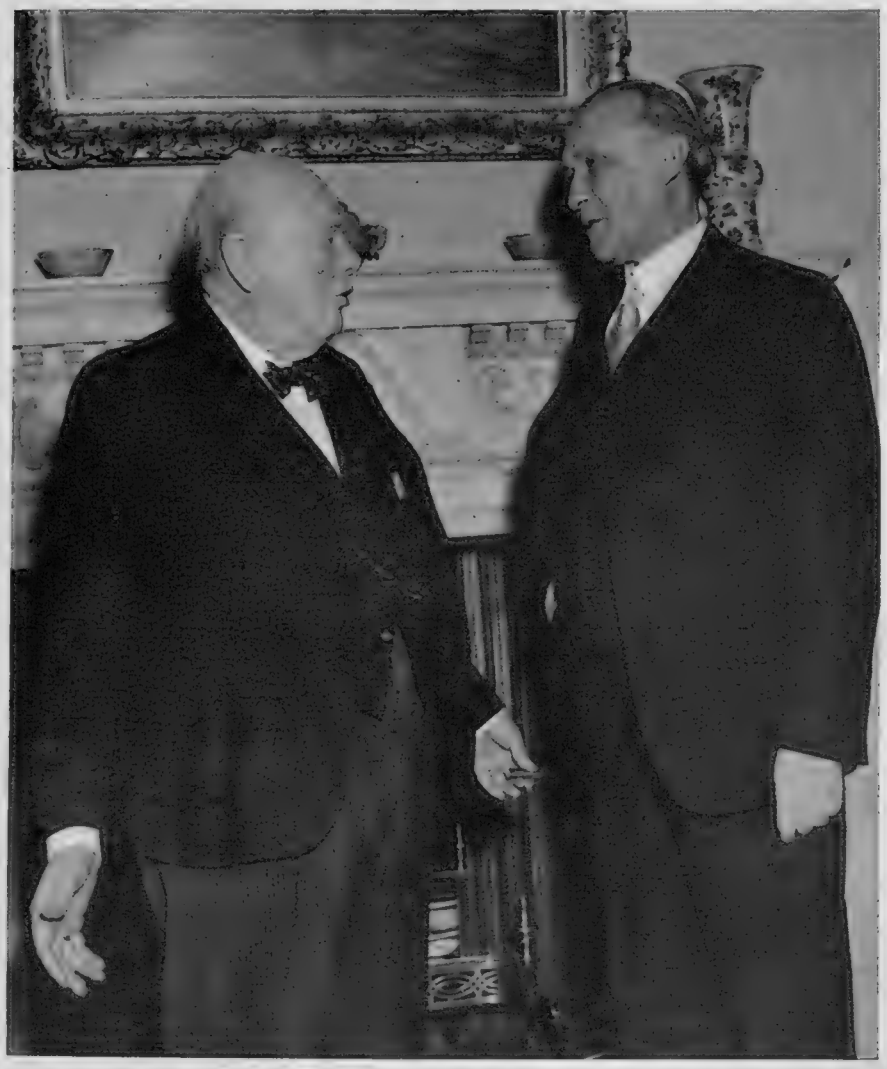
DR. ADENAUER STANDS ON THE STEPS OF THE NATIONAL GALLERY IN TRAFALGAR SQUARE: The Chancellor of the German Federal Republic seen during his visit to London last week, the first visit paid by a German Chancellor since the days of Dr. Bruning. He came to London a week after general agreement had been reached at the conference of British, French and American Foreign Ministers in Paris on the question of returning full sovereignty to Germany in internal affairs. At the same time it was understood that the Federal German Republic agrees to play its full part in Western Defence.



DR. ADENAUER WITH MR. EDEN: The German Federal Chancellor shaking hands with Britain's Foreign Minister when the former visited him at the Foreign Office. On the afternoon of his arrival Dr. Adenauer paid calls on Mr. Churchill and Mr. Eden, and then followed a reception for the German colony.

DR. ADENAUER VISITS LONDON AND TALKS ABOUT "GLEICHBERECHTIGUNG"

The First German Chancellor to Come to this Country for Twenty-one Years



MR. WINSTON CHURCHILL AND DR. ADENAUER MEET AT 10, DOWNING STREET: The Prime Minister and the Federal German Chancellor in conversation. This was on Dr. Adenauer's second day in London. On the same day he appeared in the Grand Committee Room at the Commons to address members of both Houses. The Chancellor was speaking at the invitation of the British group of the inter-Parliamentary Union. He outlined Germany's advance towards equal rights.

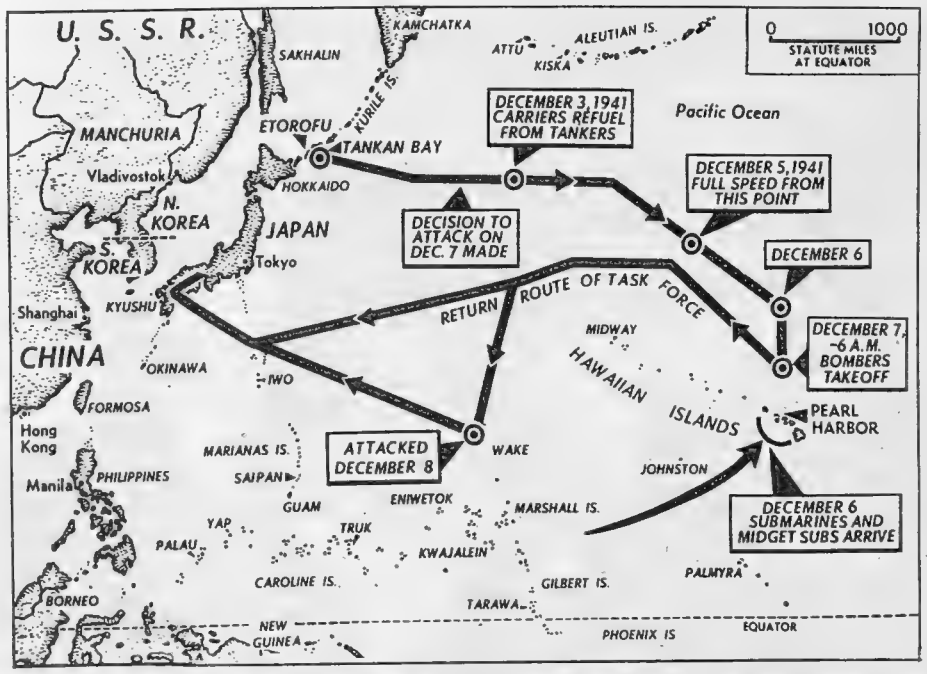
At the Foreign Ministers Conference in New York in September 1950, Western Germany advanced another step towards complete internal sovereignty, and recently in Paris the Republic came even further towards that goal which in Germany is known as "Gleichberechtigung" (equality of rights). Dr. Adenauer's whole mission, indeed, is to re-establish Germany as a great State on an equality with other States, and to attain this end he has committed Germany to the Schuman Plan and to the project for a European Army. In London last week Dr. Adenauer came to make contact with Britain and her leaders rather than to discuss specific points, and his visit was made up of sightseeing in London and Oxford and meetings with Ministers, Members of Parliament and members of the German colony. Dr. Adenauer is now seventy-five. He is a Rhinelander of the old-fashioned kind, a devout Catholic and a man of culture who, as one writer has put it, is impervious to Nordic myths. In earlier days the Chancellor was known as a great administrator of his native city, Cologne.

CONTRASTS IN WESTMINSTER—SMILING ENTHUSIASM AND HOSTILE PAMPHLETS MARK THE VISIT OF THE GERMAN CHANCELLOR TO THE POLITICAL HEART OF LONDON: *Left*—Dr. Adenauer shaking hands with Mr. Anthony Nutting, Parliamentary Under-Secretary of State for Foreign Affairs, at the St. Stephen's entrance to the House of Commons. *Right*—Leaflets, which bore the imprint of the London Peace Council, raining down in Downing Street as the Chancellor arrived to see Mr. Churchill. The leaflets were headed "Adenauer Go Home," and closed with the words "No Arms for the Nazis." There was mingled cheering and booing, with the cheers predominating.

A SURVEY OF THE FOREIGN NEWS IN PICTURES

With a Running Commentary

By FERDINAND TUOHY



THE ROUTE OF THE JAPANESE FORCE WHICH HIT PEARL HARBOUR: This map, taken from information in Eliot Monson's book, *The Rising Sun in the Pacific*, shows how the Japanese closed in on the naval base for their surprise attack ten years ago this month.

PEARL HARBOUR ANNIVERSARY.—Ten years have gone by since that Sunday evening when one of the war's top shock surprises came over the radio: "The Japanese attacked the American Fleet in Pearl Harbour this morning." The circumstances at once recalled Port Arthur in February 1904 when Nippon destroyers streaked into harbour and attacked the Russians before any declaration of war. The attack on Pearl Harbour (and at the same time on Honolulu and Manila) was actually launched while President Roosevelt was still conferring with special envoy Kusuru in Washington, trying to preserve the threatened peace of the Pacific world.

In the first light of 7.30 a.m. the leaders of 150 bombers and torpedo-carrying aircraft shot low and fast past Waipio Point fort. Both the naval base and airfield were as good as still asleep—there had been a celebration the night before, and it was Sunday morning. Suddenly smoke belched forth to the sound of explosions left and right as the two-hour procession of Japanese aircraft began. They had been launched from carriers from 100 miles to 200 miles out at sea. Otherwise, the nearest point in Japan would have been over 3,000 miles away.

Much of the damage had been done before the Americans could take counter

(*Continued above*)

action, the aggressors having made a special point of first destroying U.S. aircraft on the ground and in hangars, so as to prevent them interfering. Further confusion was caused by the attacks of "pocket" submarines. Forty feet long, with a crew of two and a speed of 24 knots, these novelties were launched some 200 miles out. They made a dead-set at the U.S. battleships lying snugly by the wharfs. Some were "suicide" attacks. One of the midgets was taken whole.

Terror was lent to the scene by the firing of oil tanks.

The Americans lost the battleship *Arizona*, while the *California* and *Oklahoma* were severely damaged. Many smaller vessels were either sunk or hit. The airfield suffered more heavily by comparison. Casualties were somewhere about 3,000, including 1,500 killed.

THE TRAGEDY OF DECEMBER 7, 1941: The American destroyers *Downes* and *Cassin* lying stricken in dry dock at Pearl Harbour, with the damaged battleship *Pennsylvania* in the background.

HAVING BEEN STRUCK BY TWO TORPEDOES AND TWO BIG BOMBS, THE BATTLESHIP U.S.S. "CALIFORNIA" SETTLING IN THE WATER AT PEARL HARBOUR: All around can be seen blazing ships caught up in the sneak attack so relentlessly pushed home by the Japanese.

AMERICA'S "FIRST FAMILY" ON HOLIDAY: President and Mrs. Truman, followed by their daughter Margaret, leaving the Memorial Chapel after attending Divine Service recently at the Key West Naval Base.

THE WINTER WHITE HOUSE.—"Harry Truman's working-vacation," at Key West, Florida, southernmost town in the U.S.A., has opened a new chapter in American Presidential annals. For five weeks each November-December, the Chief Magistrate enjoys the Riviera sun and sea, while keeping up his "boxes" and conferences, and even flying overnight to Washington for important meetings. This year the President has been joined by Mrs. Truman and Miss Margaret Truman in the Little White House, situated inside the Key West Naval Station a quarter of a mile from the main building. But much of the working-vacation is a no-woman holiday in the bachelor officers' quarters operating as hotel and club. Only a few yards away is the sandy beach, where the President loves to sun himself, and the usually calm water in which he swims daily. This year the five detectives guarding him raised an alarm, shouting the presence of the huge, dread barracuda fish, whereupon Mr. Truman splashed to safety. But Key West said it was a false alarm, and probably big grey mullet.

Key West is anxious not to lose any of its new-found good publicity. Mr. Truman's choice of his vacationland has led to a boom. Air-conditioned "motels" are opening up, new stores are opening, and restaurants packed by well-off beach folk in alarming raiment.

HONOURED AT THE PALAIS DE CHAILLOT: Some of the soldiers of the United Nations who have been fighting in Korea and were welcomed a few days ago when they attended a session of the U.N. Assembly.

KOREAN "VETERANS" IN PARIS.—Good publicity for the first international army, fifty Servicemen ("veterans" in American) from the Korean war have been touring the United States and parts of Western Europe. They arrived in Paris appropriately in the midst of the Assembly Meeting in the Palais de Chaillot, to be duly honoured by the highest delegates. There was one woman—a Swedish Red Cross nurse. The spokesman was a French-Canadian corporal. A British N.C.O. and A.B. were of the party.

Altogether twenty-one nations were represented, which showed that nearly forty others had not sent contingents to fight under the U.N. standard of white and blue. This waved above the receptions in Paris, where the Assembly's President, Mexico's Dr. Nervo, was well-suited to be host, having conducted the efforts in Korea last year to end the conflict. Speeches emphasised that the U.N. forces were not fighting Communism but aggression.

Meanwhile, the United Nations Assembly approaches its half-way holiday, over Christmas, and Paris is filled with foreign visitors, as it never would be normally at this rather grim season. The Assembly itself accounts for 4,000, including correspondents. Prices have set a new all-time "high," to the extent that even members of American delegations say they must do some of their laundry in their hotel rooms.

RUSSIAN WHALING SHIPS ARRIVE IN CAPE TOWN: The factory-ship *Slava* seen with her satellite craft, the catching vessels, on arrival in the port some thirty days after leaving Odessa. The ships were bound for the whaling grounds of the Antarctic to start a new season, and the crews were not allowed ashore at Cape Town.

On right—

THE PRISONERS OF SPANDAU.—This will be the sixth Christmas that the top seven Nazi war criminals will have spent in Spandau Prison, in the British Sector of Berlin, and the remarkable thing is that they are still all living. Certainly Hess was not given a long life by those who saw him at the ten-months Munich trial.

First out, some time in 1953, is likely to be former Admiral Doenitz. Youngest is Shirach, who used to be Youth Leader. Then Speer, who was Hitler's architect and production chief. The others are Funk and ex-Admiral Raeder.

Hess is said to be "half the time sane, the other half, lost." Speer and Shirach are the most active within the grim prison and small courtyard where gardening is the main recreation. The prisoners mostly pass one another in silence, grey of face and ungainly in prison clothes. They may receive their families once or twice a month and a few letters.

West Berliners have protested at the cost of keeping these seven men. Main cost is for the guard of thirty, provided by each of the four Allies in turn, to last one month.

THE LAST SURVIVAL OF FOUR-POWER RULE IN THE FORMER GERMAN CAPITAL: The Soviet guard commander at Spandau handing over to the American guard commander for December.

INAUGURATING A REPLICA OF THE MARKET SQUARE OF CULLENBORG (VAN RIEBECK'S BIRTHPLACE IN HOLLAND): The replica is being built in Cape Town and will be one of the features of the Van Riebeck Tercentenary celebrations to be held next year.

THE VAN RIEBECK TERCENTENARY.—Beards are being grown as part of the preparations for the Van Riebeck Tercentenary which will have a strong Voortrekker and Afrikander flavour as it holds the South African stage from February 1 to April 6. Themes of the National Festival which will centre on Cape Town, but be extended to all parts of the Union, will be "South Africa after 300 Years" and "We Build a Nation." The Development of the Union's educational and cultural, mining, industrial, sporting and agricultural story through the centuries will run through all the celebrations.

In everybody's mind will be Jan van Riebeck, the Dutchman who landed with a small company of men and women at the Cape in 1652, built a fort and vegetable gardens, and so set up the first permanent white settlement, to be followed in later decades and centuries by three further settlings: French, British and German, in that order. These are considered the Founder States.

A massive Gateway at Cape Town docks, a Memorial Park on the slopes of Table Mountain, a Festival Fair twice the size of the South Bank, and a first translation of Van Riebeck's *Journal*, 1652-1662, will be highlights. Some of the South Bank exhibits will be seen in the United Kingdom Pavilion.

Later will follow a Pageant presenting the main features of South African history, culminating in a descent on Cape Town by old traditional mail-coaches from ten border regions and from Pretoria, whose celebrations are to be second only to Cape Town's.

When Prime Minister Malan opens the Tercentenary from a Transvaal village on February 1, he will start a nine-weeks period of strong nationalism, with the Dutch or Afrikander strain heavily stressed. No official foreign representation has been sought, but Holland will send a delegation.

WAS THIS THE RESULT OF THE FIRST UNDERGROUND ATOM-BOMB EXPLOSION?—THE CLOUD RISING ABOVE YUCCA FLATS AFTER THE EXPERIMENT ON THE BOMB-TESTING-GROUND IN NEVADA: The test was watched by General J. Lawton Collins, Chief of Staff, and other high-ranking officers of the United States.

NEVADA ATOM BOMBING.—That there have been twenty-two atomic explosions since the first on Bikini in 1946 was indicated by Dr. Graves, scientific director in charge of all tests of the Atomic Energy Commission, in connection with the latest blasts in Nevada. The series now apparently brought to a close started in September, and stood out by reason of the first employment of Army troops close up, in order to test effects on clothing, shelter and equipment—and on the men themselves. Released from a Superfortress at a height of 30,000 ft., one bomb did not explode until 200 ft. above the ground. Men were crouched in foxholes, or laid out flat, feet towards the blast. In some cases they were as "close" as five miles. They suffered no harm.

Yet the phenomenon was as terrible as ever in the sky. One observer declared that at a distance of 35 miles a huge orange ball appeared, resembling a setting sun. It lasted only a few seconds before being blown away by a high wind, but in that fleeting time showed the fury of a blastfurnace.

The experiments have been carried out on Yucca and Frenchman's Flats inside the 640-sq. mile reservation in Nevada—as grim, "prehistoric" and frightening a wilderness as is to be found in rugged mountainous North America. The Press usually is not allowed nearer than Mount Charleston, 50 miles away. The nearest habitation is Camp Desert Rock, where 1,200 tough and nerve-hardened troops had been assembled, all volunteers.

General Lawton Collins saw the present series ended with what is generally believed to have been an underground explosion—the first of its kind in history. If so, there have now been atomic explosions in the air, near the surface of the water, under water, and underground. Eyewitnesses from afar reported that the last explosion flashed as little more than a pinpoint of light in the midday brightness of the Nevada Desert. The subdued nature of the blast, which produced two short columns of smoke, led observers to believe in the underground detonation. Other reports said that the troops, on going forward after fifteen minutes, found the ground in upheaval as if there had been a minor earthquake. All the flame and fury had been down below—50 ft. below, according to rumour.

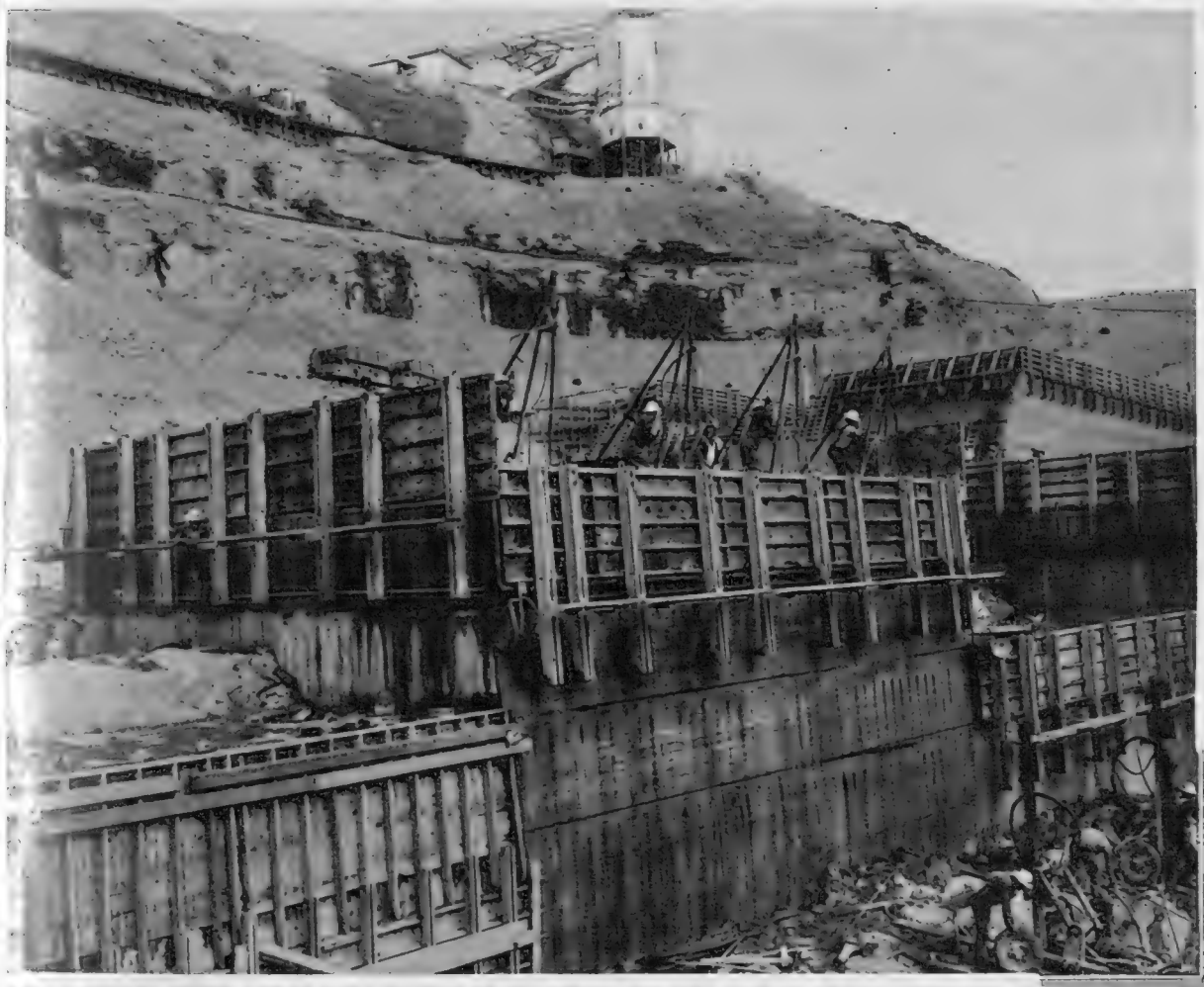
According to Dr. Graves, knowledge of atomic weapons has been increased in the present year at a much greater rate than in any previous period. Study of carefully worded bulletins and declarations has convinced outside experts that the main advance has been in atomic warheads for artillery fire purpose. This would revolutionise strategy and tactics.

BUILDING THE GREAT CHIEF JOSEPH DAM

A MIGHTY NEW BARRIER ACROSS THE COLUMBIA RIVER IN NORTH-CENTRAL WASHINGTON STATE, THE SECOND LARGEST POWER PRODUCER IN THE WORLD

HARNESSING THE UPPER WATERS OF THE COLUMBIA RIVER IN NORTH-CENTRAL WASHINGTON, A MIGHTY HYDRO-ELECTRIC PROJECT WHICH HAS BEEN PUSHED AHEAD DURING THE AUTUMN MONTHS, BEFORE THE COMING OF THE SNOW: This panoramic view shows the bend of the river 1½ miles east of Bridgeport, where a giant cofferdam has been constructed and within it is being built part of the dam and spillway. Chief Joseph Dam, named after a famous Nez Percé Indian leader, will ultimately harness the Columbia for 1,728,000 kilowatts of electrical energy. It will be the second largest power producer in the world. Within the cofferdam concrete has been poured at the rate of 6,000 tons every twenty-four hours six days a week in an accelerated schedule of building to meet the onset of winter. The vast cement mixing plant is seen on the cliff above the river. On a series of overhead cables the mixed cement is carried in 16-ton capacity tubs to and from the shuttering in the cofferdam. It will be seen that in front of the cofferdam there is an additional fence, which has been installed as protection from the undermining action of the surging waters against the base of the cofferdam.

Below—**WITHIN THE COFFERDAM CONTAINING THE HALF-COMPLETED NORTHERN SECTION OF THE CHIEF JOSEPH DAM: Swinging above the cofferdam are two of the big buckets which bring cement on to the site. The buckets are on cables which are slung across the river on towers mounted on lateral railways.**



HOW THE CHIEF JOSEPH DAM IS BUILT SECTION BY SECTION WITHIN THE CONFINES OF THE COFFERDAM: When each layer of concrete has been given seventy-two hours to set, the metal shuttering is raised several feet with the aid of lightweight portable hoists, and further supplies of cement are poured in. As this same process is going on at several points at the same time, and as the supply of cement flows for six days a week, it is easy to understand the tremendous speed of construction work on this mighty project in Washington State. The new dam is situated only 51 miles from Grand Coulee Dam, also on the Columbia River and in the same state.

In the building of the Chief Joseph Dam, the second largest power project in the history of the world, there will be perpetuated the name and fame of the Indian of the Nez Percé tribe, who in war and peace played his part in the history of North-West America in the pioneer days which continued through the second half of the nineteenth century.

In 1877, after a disagreement over Indian lands taken by the United States, Chief Joseph led a major portion of the Nez Percé tribe on a flight into Canada. This developed into the Nez Percé War, in the course of which Chief Joseph revealed himself to be a strategist of the first order. The Chief and his followers were eventually captured, but it took all the Federal military cunning and strength available at the time to do it. This Indian group was later settled on the Colville Reservation, which has its southern boundary on the Columbia River in the vicinity of Grand Coulee and the new construction site. Chief Joseph continued as tribal leader until his death in 1904. His leadership in the closing years of his life made him a greatly revered figure in the life of the North-West.

Now, forty-seven years later, the vast dam which bears his name is being raced to completion, and this despite the fact that at one time it was thought that the Korean War would lead to the shelving of several major power projects. Probably the final decision to go ahead in 1951 on the Chief Joseph Dam rested on the fact that every kilowatt is high priority in the industrially expanding North-West.

After a summer and autumn of intense activity, work is now well advanced on the second stage of construction at Chief Joseph Dam. This involves the actual building of the dam and of the intake and power-house structures. Total cost of the second stage is in excess of 26,000,000 dollars, and the total expenditure over five years will be 220,000,000 dollars. The first four generating units are due to go into production in December 1955, a year ahead of original plans. They will turn out 64,000 kilowatts each. Another generator will be added each three months thereafter, and it is hoped that there will be twenty units in action by the end of 1958.

The dam will be a straight gravity, overflow concrete structure 220 ft. high and 1,500 ft. long. The power-house will be constructed on the left bank at an angle to the axis of the dam.

One element of the design is of particular interest. This is an earth-fill blanket that will cover the steep right bank of the river just upstream from the dam proper. This is intended to keep water out of a gravel formation that could not be sealed off any other way.

Before construction could start at Chief Joseph access roads and bridges had to be built and improvements made in the nearby village of Bridgeport. These improvements at Bridgeport are an alternative to building an entirely new Government town. They include forty permanent homes, a sewage disposal system and additional water supply.

The second stage of the enormous contract, which has been under way during the autumn, has involved the placing of concrete at a speed of 6,000 tons a day. Despite low temperatures during November nights, this work has proceeded according to schedule, sometimes even in advance of it. It is under the charge of the Seattle District of the U.S. Army Corps of Engineers. The constructors have aimed before the onset of winter to pour 460,000 tons of concrete for the first spillway section, the right training wall and the stilling basin. Winter will then force a shut-down on the concrete work. If this 460,000 tons is completed by Christmas it will mean that the sections of the dam will be raised to a sufficient height to enable removal of the first cofferdam, permitting the river to flow over the first spillway section. Construction will then start on the second cofferdam, this time on the south side of the river. This cofferdam work and continued excavation for the intake and power-house structures, plus plant revisions and repairs, will continue throughout the winter, sustaining a pay-roll of 600 men. By next summer 1,000 or more men will be at work, and by autumn 1952 the pay-roll will probably rise to 2,000.

The pictures reproduced on these pages are of special interest in view of the spectacular situation of the dam at a bend of the Columbia River, and in view of the method of pouring concrete by the use of 16-ton buckets carried on high-lines. At the moment the slogan among the workers at the Chief Joseph site is, "Keep on the Highlines until Christmas." It is an unofficial slogan, but it has a meaning for all, for upon the maintenance of the schedule depends the volume of work in the New Year. On that in turn will depend the maintenance of the exacting schedule throughout 1952.

THIS IS THE TRAVELLING HEAD TOWER WHICH STANDS ON THE NORTH SIDE OF THE COLUMBIA RIVER, SUPPORTING THE 2,500-FT. CABLEWAY WHICH STRETCHES ACROSS THE RIVER AND IS USED FOR CARRYING CEMENT AND OTHER MATERIALS TO THE SITE: Giant spools in the engine rooms of the towers pay out and take up the great cables conveying the buckets of cement, each with a 16-ton load.

When the U.S. Navy Pays a Courtesy Call

MEMBERS OF THE SIXTH FLEET GO ASHORE AT VILLEFRANCHE AND INDULGE IN THE PLEASURES OF MONTE CARLO

THE FIRST TASK CONFRONTING THE AMERICAN SAILOR WHEN HE GOES ASHORE: He lines up to change his dollars into francs. The average sailor, it is said, spends between fifteen and twenty dollars at each port of call. At Villefranche and Monte Carlo, where these pictures were taken, he probably spends a trifle more than twenty dollars. Four thousand White Jackets may invade the port in a single afternoon.

THE FLEET'S IN PORT AND THE SIGNS GO OUT: *Left*—A restaurant at Villefranche welcomes the men of the United States Navy with offers of ham and eggs and steak and fried potatoes. *Right*—Two destroyers of the U.S. Sixth Fleet at anchor in the port. As the liberty boats head towards the shore across the blue waters the shopkeepers look forward to a bumper harvest in quick time. A tendency to raise prices on such occasions occurs in most ports and seems to be unavoidable.

ASHORE FROM THE LIBERTY BOAT: The visiting sailors start their tour of Monte Carlo, glad, of course, to be on terra firma and to have the opportunity of spending a little money. The souvenir shops in the harbour area do a brisk trade in these first few minutes before the men spread out through the town.

THE LURE OF THE SOFT-DRINK BAR: It is not the "*specialités du jour*" which attract them, but the chance of feminine company after days spent at sea.

RIVIERA REUNION: The wife and daughter of an American officer meet him as he comes ashore. They have come to Europe to be near him while he serves in the Mediterranean.

The most powerful force under General Eisenhower's command is probably a navy—the U.S. Sixth Fleet in the Mediterranean, America's largest armada. And the area it helps to guard, the Mediterranean, certainly offers the most powerful attractions for the leisure hours of the White Jackets. The Sixth Fleet has been of recent months a welcome visitor at many Mediterranean ports.

The Sixth Fleet works hard. It also plays hard. Four thousand White Jackets may invade Cannes or Monte Carlo in a single afternoon and evening, but discipline records remain remarkably clear. The Riviera and Capri are probably the fleet's favourite play-spots; Naples is at the bottom of the list.

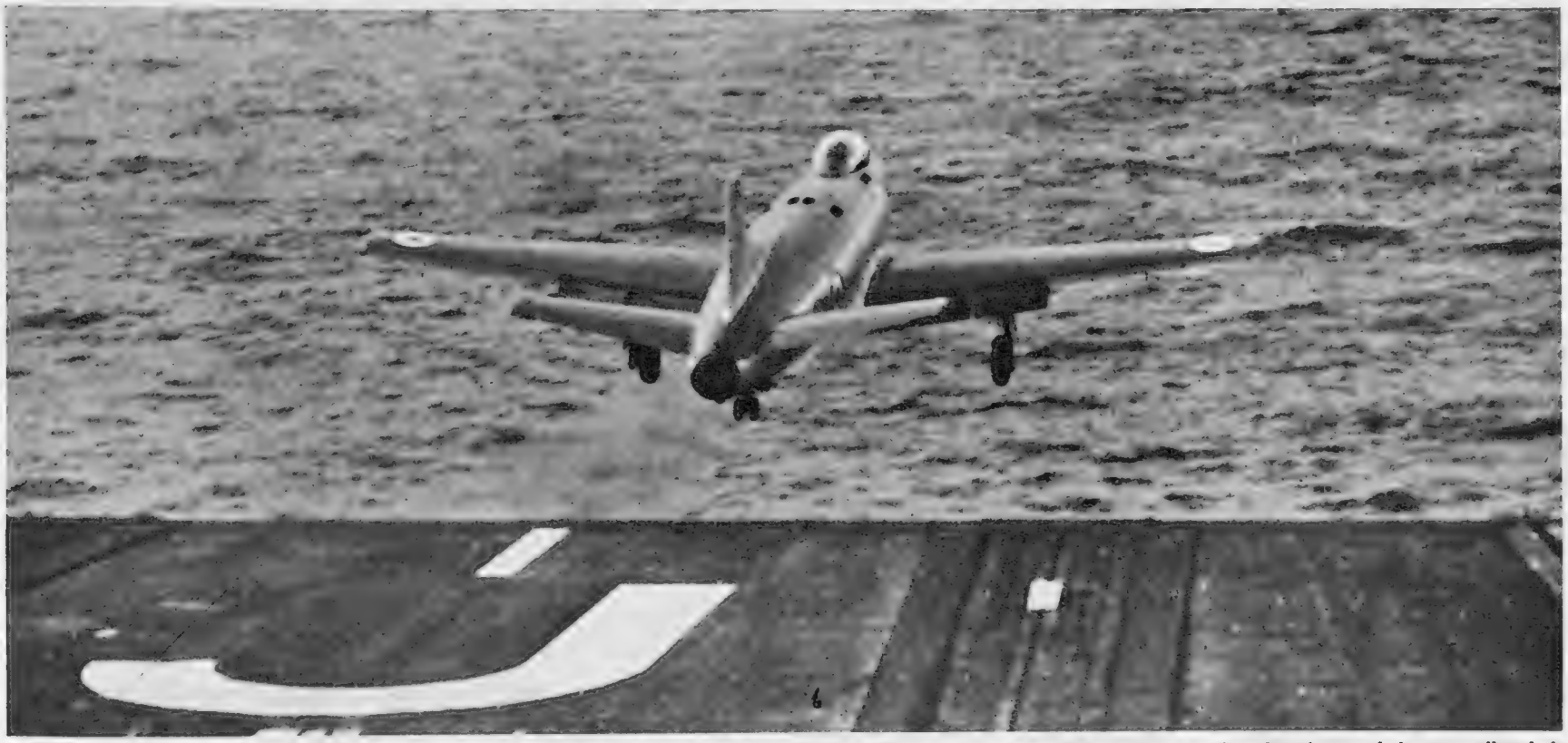
The fleet is a good ambassador. Preponderantly, the people who live on the sunny shores of the Mediterranean regard it as their protection, not as provocation or a weapon of imperialism. The Commander of the Fleet, Admiral Mick Carney, commands something akin to devotion among his men. Sometimes he puts on civilian clothes and, ostensibly just another American tourist, strikes up conversations with sailors on shore leave. Recently he questioned one youth at length on his likes and dislikes, received what he considered satisfactory information incognito, and then, bidding farewell to the youth, said: "Have a good trip. Just don't forget you're an American." The sailor grinned, and replied: "I sure won't, Admiral, Sir."

AIRCRAFT LINE-UP ON THE TWO-ACRE FLIGHT-DECK OF H.M.S. "EAGLE" BEFORE THE FIRST TAKE-OFF: The planes belong to the 703 Squadron Services Trials Unit from the R.N. Air Station at Ford, Sussex. The five types of aircraft seen here are the Sea Fury, the Firebrand, the Firefly, the Sea Hornet and the Supermarine Attacker. The latter was the first jet aircraft to take-off during these trials.

FIRST FLIGHTS from the "EAGLE"

Britain's Latest and Largest Aircraft-Carrier Undergoes Further Trials

H.M.S. *Eagle* is the newest and most expensive ship of the Royal Navy. Representatives of the Press with civilian experts concerned in her construction were recently on board the vessel during trials in the Firth of Clyde, when the ship's ability to turn at different speeds and with various degrees of rudder were studied. Now it is announced that the first flights from the great ship's 800-ft. flight-deck have been made off Portsmouth. Lieutenant S. A. Mearns, R.N., had the honour of being the first man to make a flight from the vessel. H.M.S. *Eagle*, the twenty-first ship of the Royal Navy to bear that name, was built in Belfast at an estimated cost of £15,000,000. She is the first ship to be fully equipped to deal with the latest designs of naval jet aircraft. Laid down during the war as part of the Navy's wartime construction programme, she is a sister-ship of the new *Ark Royal*, which is not yet completed. Both vessels are believed to be of 90 per cent. welded construction.



A DRAMATIC PICTURE OF THE FIRST TAKE-OFF BY A JET AIRCRAFT FROM THE NEW CARRIER: The machine is a Vickers Supermarine Attacker and it was piloted by Lieut.-Commander J. M. Glaser, D.S.C., R.N. H.M.S. *Eagle*, which has a displacement of 36,800 tons and a beam of over 112 ft., will ultimately carry more than 100 aircraft of the latest types. The vessel has hangars, which can accommodate the largest naval planes. Two huge lifts will raise them to the flight-deck.

On left—
LIEUTENANT S. A. MEARNS, D.S.C., R.N., WHO MADE THE FIRST FLIGHT FROM H.M.S. "EAGLE": His plane, a Hawker Sea Fury single-seater fighter, stands in the background. Several types of naval aircraft, including jet fighters, were used in these first flight trials from the new aircraft-carrier.

On right—
LIEUT.-COMMANDER J. M. GLASER, D.S.C., R.N., WHO FLEW THE FIRST JET AIRCRAFT FROM THE "EAGLE": Commander Glaser is seen climbing into his machine, a Vickers Supermarine Attacker. He is the commanding officer of 703 Squadron Services Trials Unit which undertook the trials recently off Portsmouth.

On Korea's Snow-Covered Battlefields

NEWS PICTURES FROM THE FRONT LINE AND FROM A FIGHTER FIELD IN JAPAN

A TANK OF THE FIRST MARINE DIVISION DEMONSTRATES ITS FIRE POWER: It is using its flame-thrower in order to span a river and hit an emplacement on the hill beyond.

The first snows of winter have fallen upon the Korean battlefield, but this year there have been no violent complaints from the front line about clothing shortages and of inadequate preparations generally for the onset of winter. Of recent weeks fighting on the ground has slowed down considerably, while the air war has, if anything, been intensified. The slowing-down in the infantry battle has had little or nothing to do with cold-weather conditions. The expectation of agreement at Panmunjom raised hopes from end to end of the line—hopes which were at once dashed by the fresh obstacles which, almost inevitably, emerged across the path of the negotiators.

KOREAN WATER-CARRIERS CARRY WATER TO THE FRONT LINE ON THE TOP OF A HILL COVERED BY THE FIRST HEAVY SNOWFALL OF THE WINTER: The water is carried in jerrycans on the back, making a formidable load on such slippery terrain. In the middle distance can be seen two Arctic tents.

SNOW DOES NOT SLOW THE FIGHTERS DOWN: A jet fighter being warmed up on an airfield in Northern Japan, where a constant patrol is maintained by American flyers in all weathers. As many sorties are flown in these wintry conditions as at any other time.

THE "VIP" GOES TO WAR: Mr. Alben W. Barkley, Vice-President of the United States, balances his mess tins on his knee as he shares field rations with troops on the Korean battle front. In the centre background is General James Van Fleet, the Eighth Army Commander in Korea, and the Vice-President's host during his visit to the front.

THE FIGHTING MEN OF CANADA GO TO THE POLLS: These Canadian soldiers were lining up outside a dug-out in the front line in Korea in order to record their votes in the Ontario Provincial Elections. Standing at the dug-out door is Major William Hill, of Montreal, who gave the men instructions as to procedure they should adopt in voting.

ON THE WAY TO EVEREST: The picturesque Nepalese village of Thyang Bochi, built upon an isolated ridge in the shadow of the Himalayan peaks and 2,000 ft. above the gorge of the Dudh Khosi River, was visited by Mr. Shipton and his Everest reconnaissance party at the end of September as they made their way from Namche Bazar to their base camp at the Khumbua Glacier, where they began their task of exploring the south-western approaches to the still-unconquered peak of Everest. The monks of Thyang Bochi gave the explorers a great welcome and accommodated them in a Tibetan tent which they erected outside the monastery. The tent is seen in the middle distance, towards the right of the picture. On passing through this magnificent country to the south of Everest, Mr. Shipton commented in one of his despatches how different it was to the old approach to Everest across the arid and treeless plains of Tibet and the stark Rongbuk Valley.

STORMING the CITADEL of EVEREST

The Full Story of the Reconnaissance Party of 1951 Which Has Found a New Path to the Summit

BY LIEUT.-COLONEL SPENCER CHAPMAN, D.S.O.

(Author of "Helvellyn to Himalaya," "Lhasa, the Holy City," and "The Jungle is Neutral")

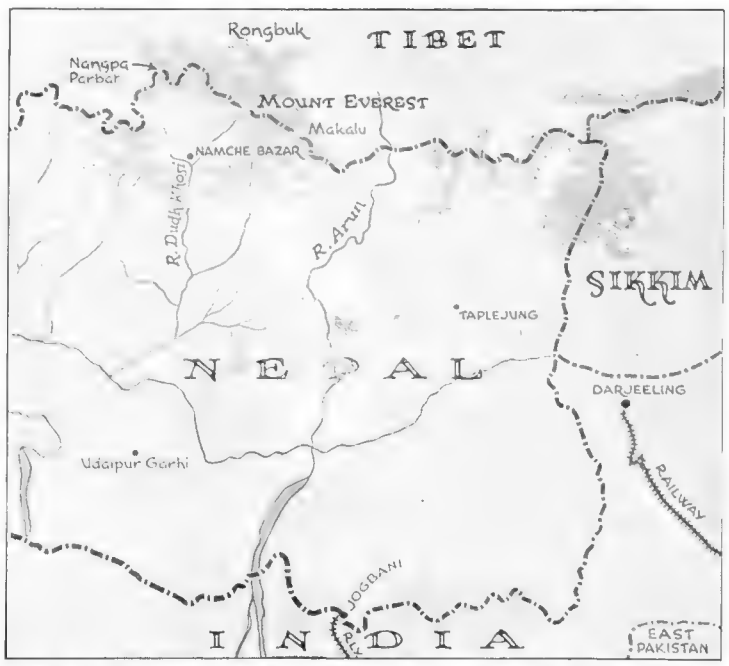
PICTURE-DIAGRAMS BY "SPHERE" ARTISTS; OFFICIAL PHOTOGRAPHS: AND SPECIAL DRAWINGS BY A. V. COVERLEY PRICE

Can Everest be conquered from the south-west? That, in brief, was the big question confronting the expedition led by Eric Shipton which went out to the Himalayas in the early autumn at the behest of the Himalayan Committee of the Royal Geographical Society and the Alpine Club. That expedition has now returned to civilisation after many weeks of adventure in the high places, and it has returned with the news that in reasonable conditions a practicable route exists from the great Western Cwm to the summit of the hitherto unconquered peak. Mr. Shipton's expedition met with many setbacks and with at least one mishap, and they explored terrain of a most dramatic nature. In the following article Lieut.-Colonel Spencer Chapman, himself a Himalayan mountaineer, tells the story of the expedition, while the drawings of Mr. Coverley Price illustrate some of the incidents of the journey through what most mountaineers regard as an enchanted land, for all its fearsome characteristics. In the light of this reconnaissance a British expedition will make a new attempt to climb Everest in the spring, and Mr. Shipton will be its leader. It is understood that Mr. Shipton has already informed the Nepalese Government of his plans. He is expected to take with him Mr. Murray, Mr. Ward, Mr. Bourdillon, and the two New Zealanders, Mr. Riddiford and Mr. Hilary, who accompanied him this autumn.

BETWEEN the two World Wars there were no fewer than seven expeditions to Mount Everest, though two of them, and not the least successful, were only intended to be reconnaissances. All approached the mountain by the circuitous route across the dust-infested plateau of Tibet, up the Rongbuk Glacier to the dangerous ice-fall of the North Col and thence to the north-east shoulder and ridge. Parties of two expeditions—1924 and 1933—reached a point within 1,000 ft. of the top, and it is possible that Mallory and Irvine did in fact reach the summit before their tragic disappearance; but the general feeling among mountaineers when the war called a halt to further attempts was that the mountain probably could be climbed by the northern route but that the odds were very much against it. It was felt that if two climbers at the very top of their form and perfectly acclimatised could, by means of the usual pyramid of porters, be placed at Camp 6, they might get to the top if they were granted a reasonable period of time between the cessation of the bitter north-west wind and the onset of the monsoon, if the upper slopes of the mountain were in good condition, if suitable weather prevailed throughout their attempt and if they were vouchsafed a reasonable amount of luck. If their luck held they might also get back again to tell the tale.

LEADER OF THE 1951 EVEREST RECONNAISSANCE: Mr. Eric Shipton, who has now returned to civilisation with the news that a practical route exists to the summit of Everest from the south-west.

Frank Smythe once told me that he thought the odds were 50 to 1 against Everest being climbed by the northern route. So there might have to be another forty-two attempts before success could be achieved!



HOW THE RECONNAISSANCE PARTY REACHED THE BASE OF EVEREST: This sketch-map shows the railhead towns of Jogbani and Darjeeling, where members of the 1951 expedition reached the frontiers of Nepal in two parties. After joining forces the route lay along the Arun River, then across the mountains to the Dudh Khosi River, and so to Namche Bazar, which lies close to the Everest massif.

The war put a stop to all plans for further attempts—though a new assault with different tactics was already under discussion; and after the war, conditions in Central Asia ruled out the traditional approach through Tibet. At the same time, Nepal, whose frontiers had so far been closed, suddenly gave permission for French, American and British mountaineers to explore her innumerable unclimbed peaks, many of which have scarcely even been surveyed.

Out of this background stems the 1951 reconnaissance. The party was much smaller than any other that has attempted Everest. It approached the mountain by an entirely new route and was examining a new way to the summit. It was also operating after the monsoon.

All reconnaissances of the mountain show that the great fluted *arêtes* on the east face of Everest are unclimbable. But the south-east ridge runs down to a col 25,850 ft. high between Everest (29,141 ft.) and Lhotse (27,890 ft.). This ridge appears to be fairly broad and not unduly steep. It receives much more sun than any part of the north

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STORMING THE CITADEL OF EVEREST

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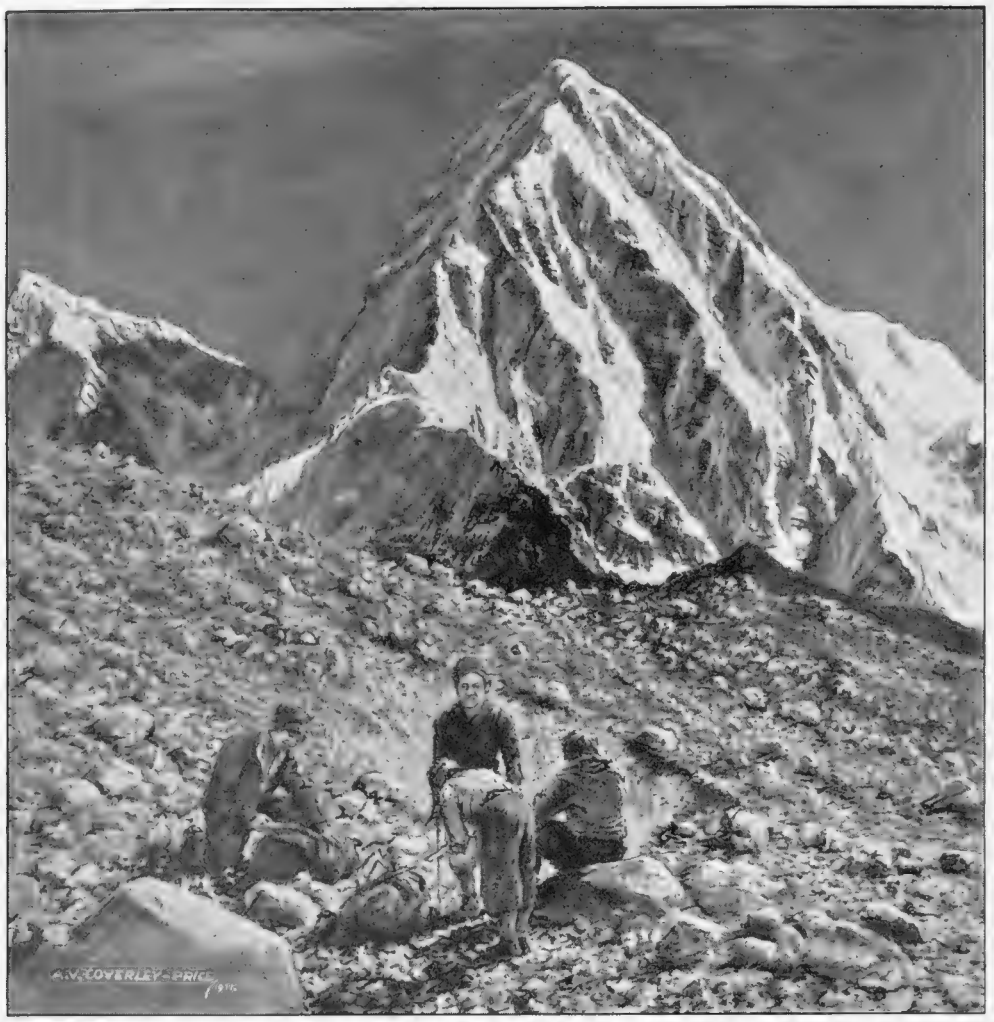
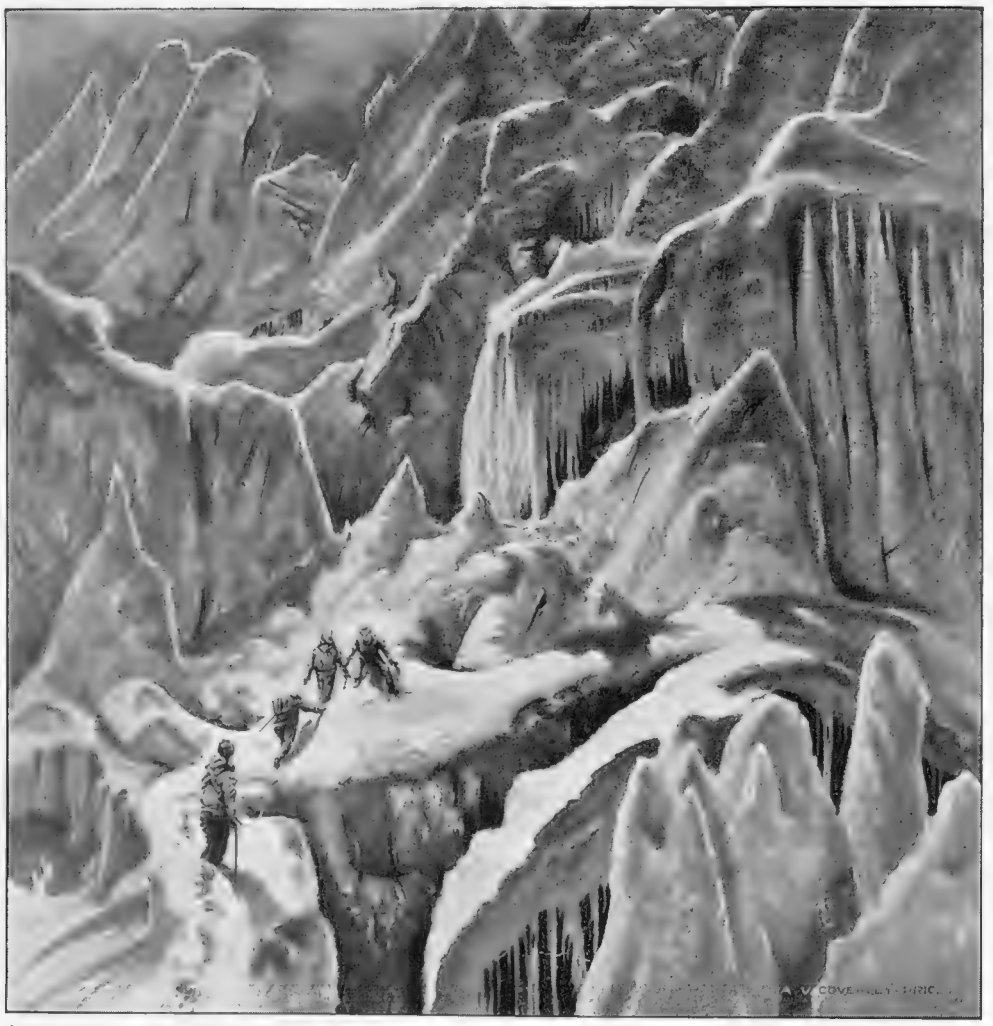


SHERPA PORTERS PITCHING CAMP DURING THE MARCH FROM NAMCHE BAZAR TO THE BASE CAMP ON THE KHUMBU GLACIER: In this drawing, one of a series specially made for "The Sphere" by A. V. Coverley-Price, some of the tough mountain carriers who accompanied Mr. Shipton and his party on the 1951 reconnaissance are seen unpacking gear in the shadow of one of the great peaks of the Everest massif. In the early stages of the expedition Mr. Shipton found difficulty in recruiting carriers, partly owing to the fact that the lateness of the rains had caused work on the land to fall into arrears, with the result that the demand for labour was unusually heavy. On the later stages the Sherpa porters who were recruited were men who had lived their lives within the vicinity of Everest and knew the mountains well from the Rongbuk side, that is to say, the northern approach used by previous expeditions.



ADVANCING AMID THE WILD TANGLE OF SERACS AND ICE-CLIFFS IN THE ICE-FALL THAT LIES BETWEEN THE KHUMBU GLACIER AND THE WESTERN CWM: On October 2 Mr. Shipton, with Hilary, Riddiford and Bourdillon, made a concerted attempt to find a way through this immense ice-fall. Snow held them up for two days, but on October 4 they began their tortuous progress. "Once the sun was up it was rather like working in a furnace," declared Mr. Shipton. "The scorching glare and the stagnant air amid these mighty ice-cliffs soon induced a heavy glacier lassitude and a raging thirst."

face of the mountain, and above all the strata should dip to the north. On the north-east ridge it is like climbing a gigantic tiled roof: the slope of the rock provides unsatisfying holds; any ledges which can be used as camp sites tilt outwards; snow can all too easily avalanche off such downward-sloping slabs, and any precipices will tend to overhang. On the south-east ridge exactly the opposite should obtain: climbing should be easier, safer, and protected from the prevailing north-west winds—though it is not certain if these continue after the monsoon, and it should be warmer. Also, as the South Col is 3,000 ft. higher than the North Col, it is that much nearer the summit.

But how is the South Col to be reached? From the east it is completely inaccessible. The whole of the south-west approach to the mountain is unknown; even the photographs taken by the Everest flight failed to reveal what lay immediately to the north of the stupendous ridge joining Lhotse, the south peak, and Nuptse, the west peak. In the 1921 reconnaissance, Mallory and his companions had noticed a great ice-fall apparently flowing out of the vast cirque or cwm formed by the west and southern ridges of Everest and the Lhotse-Nuptse ridge. This frozen waterfall fell a sheer 2,000 ft. to the Khumbu Glacier below. This great gorge, which presumably led up to the west side of the South Col, was again seen in the 1935 reconnaissance by Eric Shipton, from a col between Pumori and Lingtren. In 1950 the ice-fall was examined by Tilman when he crossed the Khumbu Glacier.

In 1935 Shipton wrote: "We obtained fine views up into the great Western Cwm of Everest. As far as we could see, the route up it did not look impossible, and I should very much like to have the opportunity one day of exploring it."

Eric Shipton's party for the 1951 reconnaissance consisted of Murray, the leader of last year's Scottish Expedition to the Central Himalaya, and Ward and Bourdillon, two younger mountaineers of outstanding skill. The party was reinforced by two New Zealand climbers, Riddiford and Hilary, who were invited to join the expedition.

At the end of August, long after the pre-monsoon expeditions would have returned to England, the party arrived at Jogbani, the railhead at the eastern end of the South Nepal frontier. Here they met their Sherpa porters, led by Angtarkay, a veteran of four Everest expeditions. The proposed route to the Khumbu Glacier and ice-fall led through Sola Khumbu, the district which is the home of these splendid little men. Namche Bazar, the principal village at 12,000 ft. and less than ten miles south-west of Everest, was their next objective.

The route to Namche lay up the Arun River, then westward over the watershed to the headwaters of the Dudh Kosi. As it was still the monsoon season, this journey took nearly a month, twice as long as was expected, and the party suffered from reluctant carriers, mists and

MOUNT EVEREST FROM THE SOUTH-WEST—THE MIGHTY ICE-FALL, DESCRIBED BY ERIC SHIPTON AS "THE DRAGON GUARDING THE WAY TO THE WESTERN CWM": In the foreground of this drawing Mr. Coverley-Price shows Mr. Shipton and Mr. Hilary of the reconnaissance party of 1951 looking down from a buttress 20,000 ft. up on Pumori to the jagged seracs of the ice-fall, which offers such a formidable barrier to the penetration of the Western Cwm, that curious sanctuary which apparently offers a practical way to the citadel of Everest. The view shows from left to right the North Peak, Everest, with its inevitable snow plume, the peak of Lhotse (centre background), and, on right, the jagged heights of Nuptse. It now seems clear that granted good conditions, when the ice-fall is not in restless mood, the sanctuary of the Western Cwm could be gained. It is very possible that the next assault on Everest will be made from this direction in the coming spring.

tain, heavy, slippery tracks, flooded torrents which had to be bridged, and that scourge of the Himalayan forests—leeches. And as if this was not enough, they were attacked by a swarm of hornets, from the stings of which some of the porters suffered severe fever. As the party approached Namche, however, the monsoon clouds dispersed and they rejoiced not only in the welcome of the Sherpas but in superb views.

The party left Namche on September 25. They followed the Dudh Kosi gorge to the monastery of Thyang Bochi, perched on an isolated ridge 2,000 ft. above the river, where they were warmly welcomed by the monks. From here they obtained a superb view of the Nuptse-Lhotse ridge, now only 12 miles to the north, with the peak of Everest showing behind. "But," writes Shipton, "even this stupendous wall, nowhere less than 25,000 ft. high throughout its five-mile length, seemed dwarfed by the slender spires of fluted ice that towered above on almost every side, near and utterly inaccessible. . . . How different is this approach to Everest from that across the arid, treeless plains of Tibet and the stark, ugly Rongbuk valley."

The party next crossed the Imja Khola, which contains the Imja Glacier flowing from the Nuptse-Lhotse ridge, and turned up the valley in which lies the Khumbu Glacier. Here, at the end of September, a base camp was established within view of Pumori, Lingtren, the Lho-la, and other friends which Shipton and many of the Sherpas recognised from former Everest expeditions.

From this base camp some of the party set off to reconnoitre the great ice-fall, while Shipton and Hilary climbed to a point at 20,000 ft. on one of the buttresses of Pumori to obtain a more commanding view of the whole approach to Everest. From here they found they could see right over the ice-fall to the head of the Western Cwm and on to the whole of the west face of Lhotse and the South Col. It appeared that the floor of the Cwm at its head was nearly 23,000 ft. high—about 2,000 ft. higher than had been expected, and thus little more than 2,500 ft. below the South Col. "There appeared," wrote Shipton, "to be a perfectly straightforward route from there up the face of Lhotse to some 25,000 ft., whence, it seemed, a traverse could be made to the South Col. All this, of course, must be confirmed by close inspection from the Cwm itself, and the need for good snow conditions, particularly on that traverse, is obvious. At present snow conditions on the mountain are quite impossible."

From this vantage point on Pumori, they also obtained superb views of the north face of Everest, seeing clearly the North Col, the ridge running up to the north-east shoulder, the yellow band and the first and second steps. Their study of the ice-fall was less encouraging and this was confirmed when they came to attempt it. In spite of bad snow conditions, the lower half of the ice-fall was scaled, but while an easy route up the left of the upper half was avalanche-swept, the right side revealed itself as a tangle of seracs and ice-cliffs split by crevasses and buried in thigh-deep snow. With the blazing sun reflected on the dazzling new snow, their faces were burnt and

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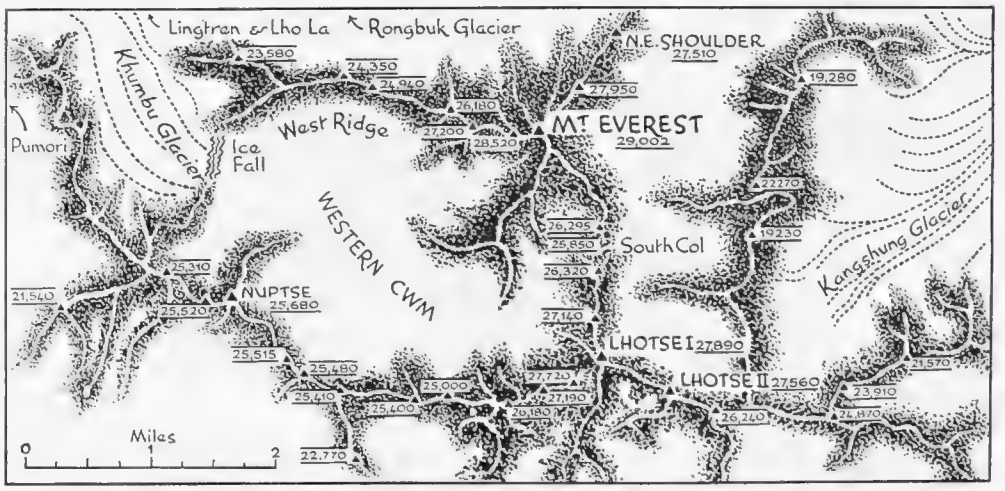
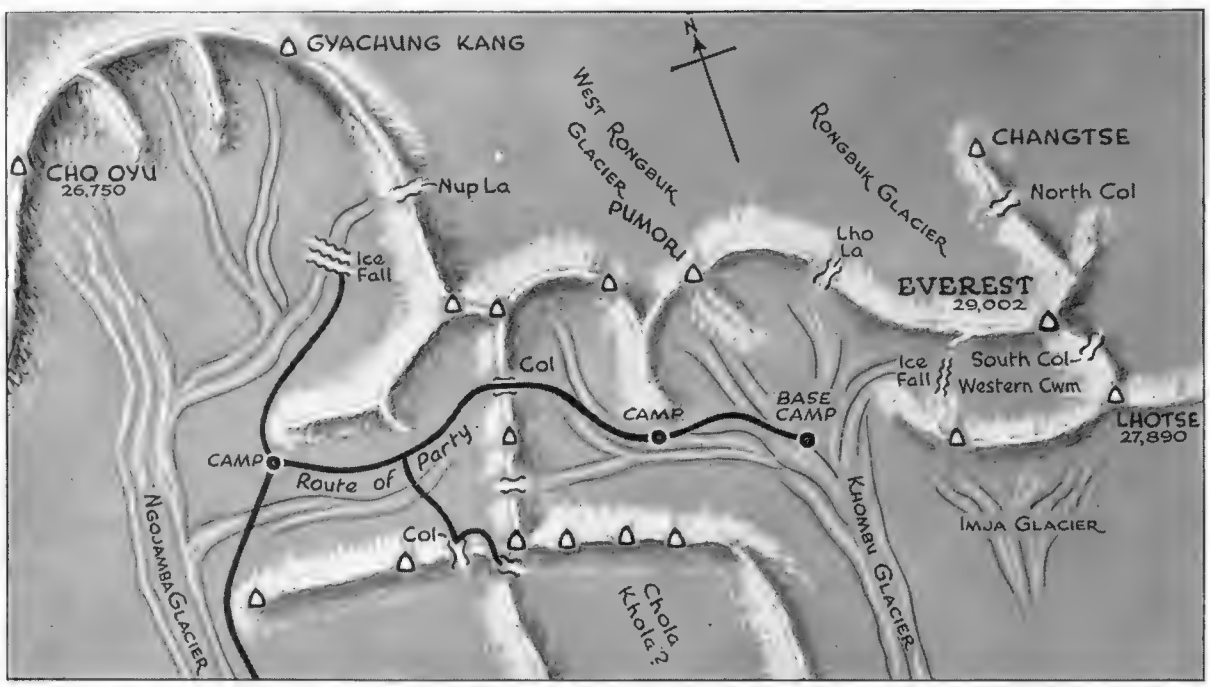


THE GREAT SANCTUARY OF THE WESTERN CWM WITH ITS RING OF ENCIRCLING PEAKS: The Cwm, which has never until now been surveyed from the ground, and has not been satisfactorily photographed from the air, is guarded by a formidable ice fall, and it was the negotiation of this which provided the stumbling-block to the complete success of the recent reconnaissance. Mr. Shipton and his colleagues, however, saw enough to realise that the South Col could be gained from the Western Cwm, and from there it would be reasonable to suppose that the peak of Everest could be reached, with the mountain itself serving as a protection from the fierce prevailing winds which beat against the north face.

A MINOR AVALANCHE BRINGS A MOMENT OF NEAR DISASTER WHEN IN SIGHT OF SUCCESS—PASSANG AND SHIPTON SCRAMBLE OFF THE MOVING SHEET OF SNOW WITH THEIR COMPANION RIDDIFORD SUSPENDED BETWEEN THE TWO OF THEM: This incident took place near the end of a day of high endeavour as the members of the Everest reconnaissance party attempted to negotiate the short but steep slope leading to the crest of ice marking the point where the glacier of the Western Cwm takes its first plunge into the ice-fall. From the crest the climbers would have had an uninterrupted view into the mysterious sanctuary of the Western Cwm, but on this occasion they were thwarted. In describing this alarming experience Mr. Shipton declared: "The snow was obviously unstable, but the slope was not high enough to constitute a serious danger. The leading rope was halfway across and not more than 30 ft. from the crest when, as we had expected, the slope avalanched. Passang and I, on either end of the break, managed to scramble off the moving sheet of snow, and Riddiford was left suspended between the two of us while the sheet broke into great blocks and slid silently into the trough. When the resulting confusion had been straightened out it was high time to retreat, though it was disappointing not to look over the top and into the Western Cwm."

STORMING THE CITADEL OF EVEREST

(Continued from previous pages)



AFTER EXPLORING THE ICE-FALL OF THE WESTERN CWM AND MEETING WITH THE MISHAP ILLUSTRATED AT THE TOP OF THIS PAGE THE RECONNAISSANCE PARTY MADE SURVEYS OF THE HALF-KNOWN TERRAIN TO THE WEST AND SOUTH OF EVEREST: This sketch-map shows the base camp which Mr. Shipton established at the head of the Khumbu Glacier. The first task was the exploration of the Imja Glacier, which is seen in the foreground on the right. This basin is contained on the north by the huge Nuptse-Lhotse wall and on the east and south by scores of unnamed peaks of between 20,000 and 24,000 ft. They hoped, via the Imja Glacier, to find a route to the east side of Everest, and thus link up with country explored in 1921, but this proved impracticable. Later Hilary and Shipton set off to explore the country due south of Everest, and Bourdillon, Riddiford, Ward and Murray sought to explore the tangle of peaks due west. One of the objects of these journeyings was to find a new pass to Tibet. From their western camp the explorers also examined the ice-fall leading up the Nup La.

their energy sapped by what is known to mountaineers as "glacier lassitude." In spite of these obstacles, on October 2 Shipton, Hilary, Riddiford and Bourdillon, with three Sherpas, forced a way up to the top of the ice-fall at 21,600 ft. Here only a deep trough of snow separated them from the level crest of ice forming the lowest part of the Western Cwm.

The snow on the far side of this trough was obviously unstable, but as the slope was not high enough to cause a serious avalanche, the leading party attempted to climb it so as to obtain a view into the Cwm before returning. Sure enough the slope avalanched, but no harm was done. As the conditions on the glacier were still very bad the party decided to spend a fortnight on further reconnaissances of the area, during which time it was hoped that the conditions of the ice-fall would improve. It is one thing for a small party to force a route up the ice-fall, but quite another matter to find a safe route practicable for laden porters.

Shipton and Hilary, after a quick trip down to Namche to arrange for further supplies to be sent to the base camp, set off to explore the Imja Glacier basin immediately to the south of the Nuptse-Lhotse wall. They crossed a 20,300-ft. pass on to the Barun Glacier, but had not time or resources to go still farther east and north and cross to the Kangshung Glacier, thus linking up with the 1921 reconnaissance. They crossed a new 20,000-ft. col and made an exciting descent over 400 ft. of steep, fluted ice to the Sherpa villages, from which they returned once more to the base camp. On the following day they established a camp at the foot of the ice-fall and resumed their attack on this formidable obstacle. Things went well for the first 1,000 ft., but above this "it was as if an earthquake had occurred. Over a wide area, stretching almost completely across the glacier, the cliffs and towers we had encountered before lay in a ruin of shattered ice-blocks. It reminded me very much of a bombed-out area in London during the war." When they started to cross this devastated area, one of the ice-blocks fell into the void below and the whole surface they were standing on began to shudder violently as if

MEMBERS OF THE EVEREST RECONNAISSANCE PARTY AT WORK WITHIN THE ICE-FALL, GUARDING THE WESTERN CWM: *On left* and *right*—Climbers are seen amid the fantastic snow formations where they found the going immensely difficult under the glare of the sun. The ice-fall was like an oven at this time of day, while before the sun rose it was bitterly cold and desolate. Threading their way through the maze of ice was no easy matter, for the climbers could never see more than 200 ft. ahead, and a false trail inevitably meant a great deal of wasted time. Among the members of the reconnaissance party were two New Zealanders, who joined Mr. Shipton at the last moment and rendered valuable service, their considerable experience and training in ice-craft being of inestimable value.

the ice-blocks were merely balanced together over an abyss. After trying another route to the right without success, they returned to camp and next day retreated to a ridge beside the Lho-la to examine the ice-fall from a greater distance; but the verdict was that while the ice-fall might be negotiated by members of the climbing party, it was too unstable to justify the attempted passage of laden porters.

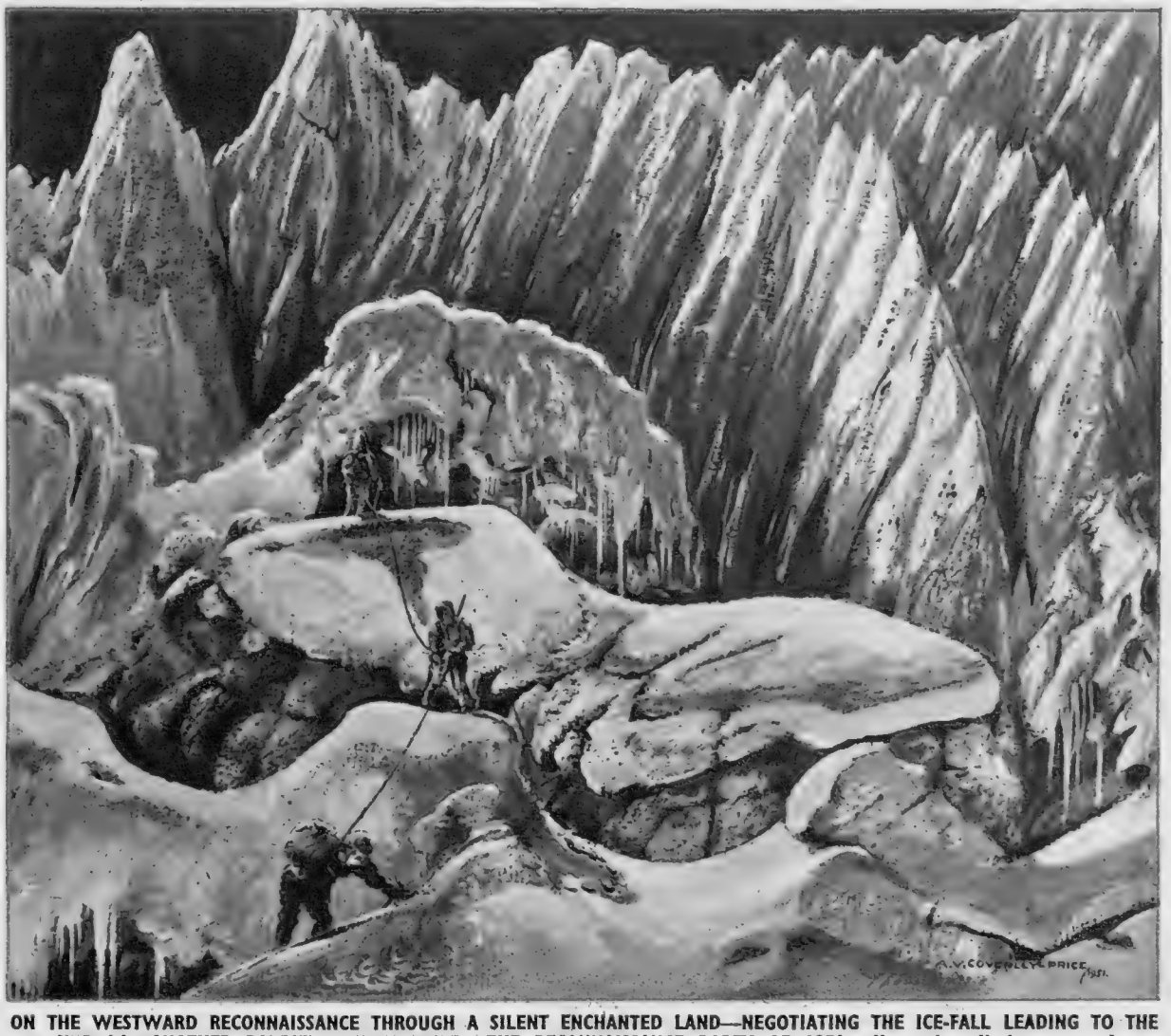
Meanwhile the rest of the party had been exploring the tangle of peaks and glaciers to the west of the base camp with a view to finding a new pass into Tibet which was said to exist.

On October 27 the whole party climbed the ridge of Pumori to have another look at the route, and the following day they returned once more to the attack on the ice-fall. No major changes had taken place during their five-days absence, and with great care they threaded their way to the top of the wall dominating the ice-fall. Once again they were forced to the conclusion that this route was impracticable for laden porters, especially as it was found that just above the ice-fall the lip of the Western Cwm was split from side to side by a vast crevasse and there were indications of others beyond.

So the 1951 expedition has not been able to find a safe way up the ice-fall, or to penetrate the sanctuary of the Western Cwm; but it was never intended to be more than a reconnaissance, and it is clear that as such it has been most successful since its leader is convinced that a practicable route exists from the Western Cwm to the South Col. And if the ice-fall is impracticable now, it may be in a much more stable condition in the spring, when by all accounts Mr. Shipton and his men are to deliver a main assault upon the peak.

Even if, before or after the monsoon, a party of climbers manages to find a safe route up the ice-fall, and even if they find the snow conditions in the Western Cwm better than they appeared to Shipton, and even if they follow the route suggested by him up the face of Lhotse, then traversing northwards to the South Col, they will still have the most difficult part of the climb before them.

At the end of April, night temperatures of more than 50 degs. of frost Fahrenheit were recorded on the east Rongbuk Glacier. It is likely that 60 to 70 degs. of frost will be encountered in October and November above the South Col. Polar explorers have worked in temperatures much lower than this, but not at such great heights above sea-level. No one knows what effect a combination of great altitude and extreme cold will have on the human frame, and though modern cold-weather equipment is most efficient it may not be possible while wearing it to climb difficult rock at great altitude. And, after all, though mountaineers have climbed to 28,100 ft. on Everest, progress is then, as Shipton himself has put it, "like a sick man climbing in a dream." It may be quite impossible for the human body to function efficiently at 29,100 ft. At all events, we shall know more by mid-1952; maybe the whole answer to this problem of the century.



ON THE WESTWARD RECONNAISSANCE THROUGH A SILENT ENCHANTED LAND—NEGOTIATING THE ICE-FALL LEADING TO THE NUP LA, ANOTHER BARRIER WHICH FOILED THE RECONNAISSANCE PARTY OF 1951: Here the climbers are shown crossing a crevasse. Amid these pinnacles and cliffs of the ice-fall the crevasses were either lightly bridged with ice or open and fathomless. "Curtains of icicles hung from the overhanging walls and flashed in the sunshine," Mr. Shipton declared. "Great caves and chasms loomed blue and green. Beneath our feet we could often hear the tinkle of fragments falling into a hidden crevasse." The party made consistent progress through the ice-falls, but eventually had to turn back to base as there were insufficient supplies to enable them to reach the Nup La.

ANSWER TO THE EVEREST PROBLEM?

And Some Aspects of the South-Western Approach to the Mountain Adopted by the 1951 Reconnaissance

By H. W. TILMAN, D.S.O., M.C. (Took part in Everest Reconnaissance, 1935; Nanda Devi Expedition, 1934-36; Leader, Everest, 1938. Author of *Mount Everest, 1938-48*)

The idea of looking for a way of climbing Everest from the south-west is not new, but the expeditions in the years between the wars were apparently content to accept what appeared to be the straightforward route established by Mallory and his companions in 1921, when they travelled by way of the Rongbuk Glacier and the East Rongbuk Glacier and headed for the North Col and the North-East Shoulder. The expeditions of the '20's and the '30's revealed, however, that this route had some disastrous features, being exposed after 23,000 ft. to the full violence of the north-westerly gales that sweep the citadel of the Himalayas. Now, as Colonel Spencer Chapman has shown, Everest mountaineers are putting their faith in a new route, and in the following article Mr. H. W. Tilman, the Himalayan mountaineer, who has himself seen the Western Cwm, comments on this new approach which it seems may well provide the key to the conquest of the great peak.

AT the moment of writing, the results of the Everest reconnaissance are not known. To have to comment upon the unknown is an ungrateful, one might say an unnecessary, task. However, the news (dated October 6) dealing with the prime object of the exercise struck a hopeful note. Looking across the head of the Khumbu Glacier from a point (*c.* 20,000 ft.) on the slopes of Pumori, the party had seen the head of the West Cwm and what appeared to be a negotiable snow slope leading to the airy South Col (*c.* 25,850 ft.). Thus, for the first time, the full length of the West Cwm had been seen and photographed from the ground. A picture of it taken by Mr. Shipton from the Lho La on the 1935 reconnaissance showed, like many of my own mountain photographs, more mist than mountain; but apart from mist, it is not likely that the head of the Cwm is visible from the Lho La. In November of last year, the writer, as one of Mr. Oscar Houston's party, looked at the Cwm from the same angle, but from a point some 1,500 ft. lower, and saw only the ice-fall guarding the entrance and the upper part of Everest.

No doubt the promising appearance of this slope—the vital link between the West Cwm and the South Col—surprised Mr. Shipton, just as his report of it did many others, including myself, who had regarded the chances as pretty slender. True, it was seen from a good six miles away—and most mountains look climbable if seen from far enough—but Mr. Shipton is cautious and probably had good reasons for expressing his opinion of this slope before coming to closer grips with it. The pity is that the vagaries of the weather apparently made that essential task impossible. The impression had prevailed that in October and November, the monsoon having spent itself, the weather was generally good. Perhaps our experience the previous autumn helped to foster this notion. We returned to Khatmandu from the Annapurna Himal in glorious October weather, and of the thirty-eight days spent going from Jogbani to Everest and returning (October 29 to December 6), only one was not fine. Now it seems that conditions after the monsoon are as chancy as before it, and that the weather which will prevail in either season is no more predictable than it is from day to day. It is perhaps better so; for it would be poor sport climbing mountains if the days were always sunny, the rocks always warm, and the snow hard.

But to revert to this important snow slope. Apart from the general appearance of greater steepness on the south side of the mountain, one had the impression that the floor of the West Cwm was too low to provide a useful springboard. Above the ice-fall it appeared to level off, so that at the foot of the slope leading to the South Col, the height would be no more than 21,000 ft., thus leaving nearly 5,000 ft. of unseen but probably unpleasant ground to be overcome before the comparative oasis of the South Col was reached. Now it appears that the glacier floor of the Cwm rises appreciably and that a height of 23,000 ft. can be gained with some ease. If that is so, the South Col could be reached from a camp at the head of the Cwm in one long lift, comparable in length to the climb from the North Col (*c.* 23,000 ft.) to Camp V (*c.* 25,600 ft.) on the old route. Assuming this slope to be of the order of 2,500 ft., the rest depends on its angle, whether it is icy, whether broken by rocks, or whether it is of snow liable to avalanche. Two of these conditions may vary each year and with the time of year. There is an air-photograph of this slope which is a little terrifying; for it appears to be not only steep, but extremely icy, and an ice slope of that length at that height is, I imagine, impracticable. However, air-photographs of ridges and faces are notoriously deceptive. Let us hope that this is no exception.

The South Col is a desirable goal—a safe harbour in which to take stock and to take breath—but it is not the top of the mountain. Even had Mr. Shipton's party gone on to camp in the Cwm immediately after surmounting the ice-fall, they would hardly have had time, so late in the season, to inspect from close range the final 3,000 ft. All one can say about this is that it may not offer any greater difficulties than are found on the north side.

Climbing the ice-fall at the entrance to the Cwm, Mr. Shipton's party met with quantities of soft snow. In late November, 1950, when we were there, it seemed to be all dry ice, when the absence of snow bridges might have made the climbing of it even more troublesome. But it is better to have one's obstacles at the foot of the mountain rather than near the top; and in whatever condition it is found this obstacle is one which a strong party, with time and perseverance, will always overcome. It is, however, a very narrow passage, possibly not a quarter of a mile wide, and likely at times to be swept by avalanches. Climbing this ice-fall the party felt severe cold owing to the late appearance the sun makes over the great Lhotse-Nuptse wall which rises from 25,000 ft. at one end to nearly 28,000 ft. at the other. Unhappily, such conditions will prevail and would be even more marked most of the way up to the South Col.

For an actual attempt upon the mountain, an advanced base would be sited near the head of the Cwm, in the shadow of Lhotse (27,890 ft.), and without doubt a perishing cold spot. But, as Byron remarked, "comfort cannot be expected by folks that go a-pleasuring." Thanks to its excessive height, still more to the baleful light of publicity which beats upon it, there is little pleasure in climbing upon Everest, where the climber's motives become a little mixed. Nevertheless, for the good of mountaineering in general, we must always remind ourselves that the prime motive for climbing mountains, great or small, should be pleasure.

AN ADVENTURER IN THE HIGH PLACES: Mr. Harold William Tilman, the author of the accompanying article and a former leader upon Everest. This picture provides the dust-cover illustration to Mr. Tilman's latest book *China to Chitral*, which has just been published by the Cambridge University Press.

THIS IS THE TORN ROCK-FACE LYING BELOW LHOTSE AND EVEREST AND NEAR THE SUMMIT OF THE GREAT WESTERN CWM: Even now the Cwm has not been penetrated, but the ground reconnaissance carried out by Mr. Shipton and his colleagues reveals that the citadel of Everest may well be conquered from this direction. This aerial photograph, taken on the Houston Everest Expedition, presents a fearsome aspect of the mountain, and Mr. Tilman comments upon it in the accompanying article on the 1951 reconnaissance.

***Below*—**

THE ROAD TO EVEREST WHICH WILL IN ALL PROBABILITY BE TAKEN BY THE 1952 HIMALAYAN EXPEDITION: This dramatic picture, taken from 20,000 ft. up on a buttress of Pumori, shows Everest dominating the middle distance and below it the ice-fall leading to the Western Cwm, which is glimpsed in the background, with Lhotse in the far distance. It is safe to assume that the route via the North-Eastern Shoulder will not be pursued again. It was when taking that route that Mallory and Irvine lost their lives on the expedition of 1924.

THE ANNUAL SERVICE OF THE KNIGHTS OF THE THISTLE AT ST. GILES' CATHEDRAL, EDINBURGH: In the procession of knights, seen entering the Cathedral, are (left to right) Sir Francis Grant, Albany Herald; Sir Edward Stevenson; Sir Thomas Innes of Learney, Lord Lyon, King of Arms; the Very Rev. Dr. Charles Warr, Dean of the Thistle; the Duke of Buccleuch; Viscount Cunningham; the Earl of Airlie, and the Earl of Stair. A memorial chapel in the Albany Aisle of the Cathedral, dedicated to the memory of members of the congregation who lost their lives in the Second World War, was opened by Viscount Cunningham during the service. "The death in battle of those who carried with them the ideals and aspirations of this nation has been recorded within the hallowed walls of St. Giles' across the centuries," said Viscount Cunningham, in the course of his address, "and the names of those who were wont to worship with you here and in our time died to preserve our liberty now join their gallant company."

MEMBERS OF THE SCOTTISH LEGAL PROFESSION AT ST. GILES' CATHEDRAL: Mr. John Cameron, K.C., Dean of the Faculty of Advocates, is seen here at the head of a group of K.C.s who were taking part in the procession of the Knights of the Thistle to their annual service at St. Giles' Cathedral, Edinburgh.

SCOTTISH PAGEANTRY

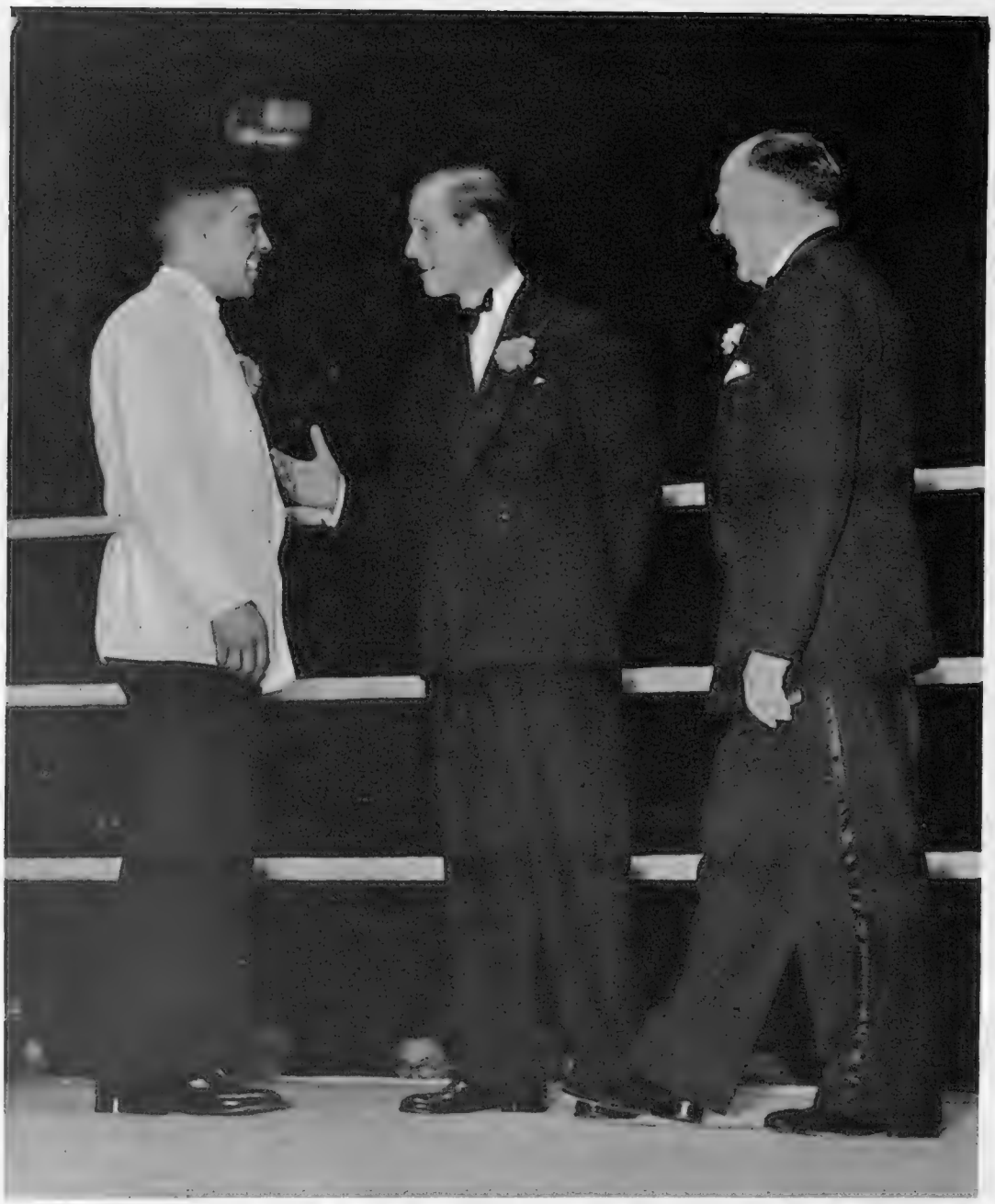
The Knights of the Thistle at St. Giles' Cathedral; St. Andrew's Day in Denmark; the Macdonalds' Annual Dinner-Dance

MEDIEVAL PAGEANTRY IN EDINBURGH: These are the heralds who led the procession of the Knights of the Thistle to St. Giles' Cathedral. Representatives of the Services and the legal and medical professions also attended the service.

THE ANNUAL DINNER-DANCE OF THE MACDONALDS: Sir Somerled Macdonald of the Isles, wearing tartan trousers, and other members of the Clan Donald Society enjoy an eightsome reel at the dinner-dance, which took place in Glasgow. The Macdonald clan is the oldest in Scotland and is said to be of Pictish origin. It was founded by a descendant of the original Somerled of the Isles, who became powerful as thane of Argyll in the twelfth century. He was slain in the Battle of Renfrew in 1164.

ST. ANDREW'S DAY IN DENMARK: Following Pipe-Major Donald Ramsay, of Edinburgh, in the Grand March at St. Andrew's Day celebrations in Copenhagen are Lady Alec Randall, wife of the British Ambassador, with Mr. A. K. Duthie, O.B.E., who is President of the St. Andrew Society of Denmark. Scotsmen all over the world celebrated the day of their patron saint. In New York Sir Victor Warren, Lord Provost of Glasgow, who was on a goodwill visit to the United States, spoke at a St. Andrew's Day dinner. "I make no apology," he said, "for believing that Scotland is an integral part of the British Isles—a vital part of the British Empire. I am old-fashioned enough to use that phrase as opposed to its modern counterpart 'The Commonwealth,' and I believe as a Scot that the world is the Scotsman's oyster." Scotsmen abroad were perhaps more enthusiastic on this occasion than those at home. "Until St. Andrew's Day becomes a public holiday," said *The Scotsman* of Edinburgh next morning, "we doubt if any Scots will take it very seriously. As a nation we are more given to celebrating nights than days."

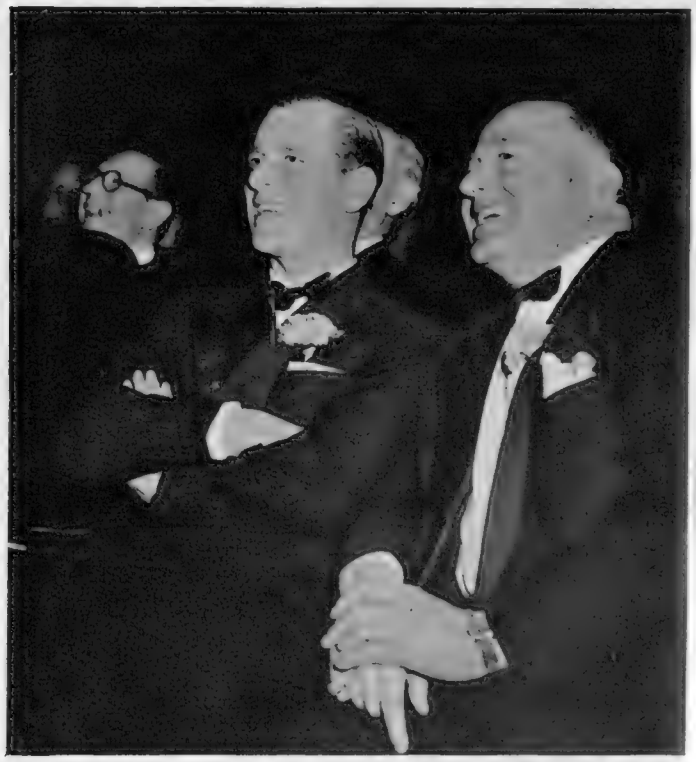
THE MACDONALDS MAKE MERRY: Guests at the Clan Donald Society's annual dinner-dance, at Glasgow, walk arm-in-arm down the ballroom floor taking part in the Grand March. Sir Somerled Macdonald is seen on the extreme right.



THE DUKE OF EDINBURGH HAS A WORD WITH MR. RANDOLPH TURPIN DURING THE BOXING TOURNAMENT AT HARRINGAY LAST WEEK: With them in this picture is Mr. Jack Solomons, the boxing promoter. The Duke is the first member of the Royal family to attend a professional boxing tournament since pre-war days. Randolph Turpin, the British Middleweight Champion, was one of the eight British professional champions who were introduced to the Duke in the ring.

DECEMBER IN ENGLAND

The Duke of Edinburgh at Harringay; the Smithfield Show at Earl's Court; Lord Winterton Honoured by the Commons; and Other Items of Home News in Pictures



LAUGHTER AT HARRINGAY—THE DUKE OF EDINBURGH AND MR. JACK SOLOMONS AMUSED BY AN INCIDENT IN THE RING DURING THE BOXING TOURNAMENT: The National Playing Fields Association benefited from this tournament, which was promoted by Mr. Solomons. For British boxing, however, the evening was yet another humiliation. Don Cockell, the light-heavyweight champion, who was being groomed to meet Joey Maxim for the world championship next March, was beaten by the coloured American, Jim Slade. The referee stopped the fight in the fourth round, with Cockell helpless on the ropes and the crowd yelling "Stop it, he's had enough." The British boxer began the fight with evident confidence, and for a time it seemed that his well-aimed punches must shake the American. On one occasion he brought a trickle of blood to Slade's mouth and forced him several times into strategic retreat. But it was not long before he was down for a count of eight, and from then on he appeared to be little more than a punching bag for the American. In the fourth round he was down for counts of six and nine before the end came. With him from the ring that night went another British hope for the world title.

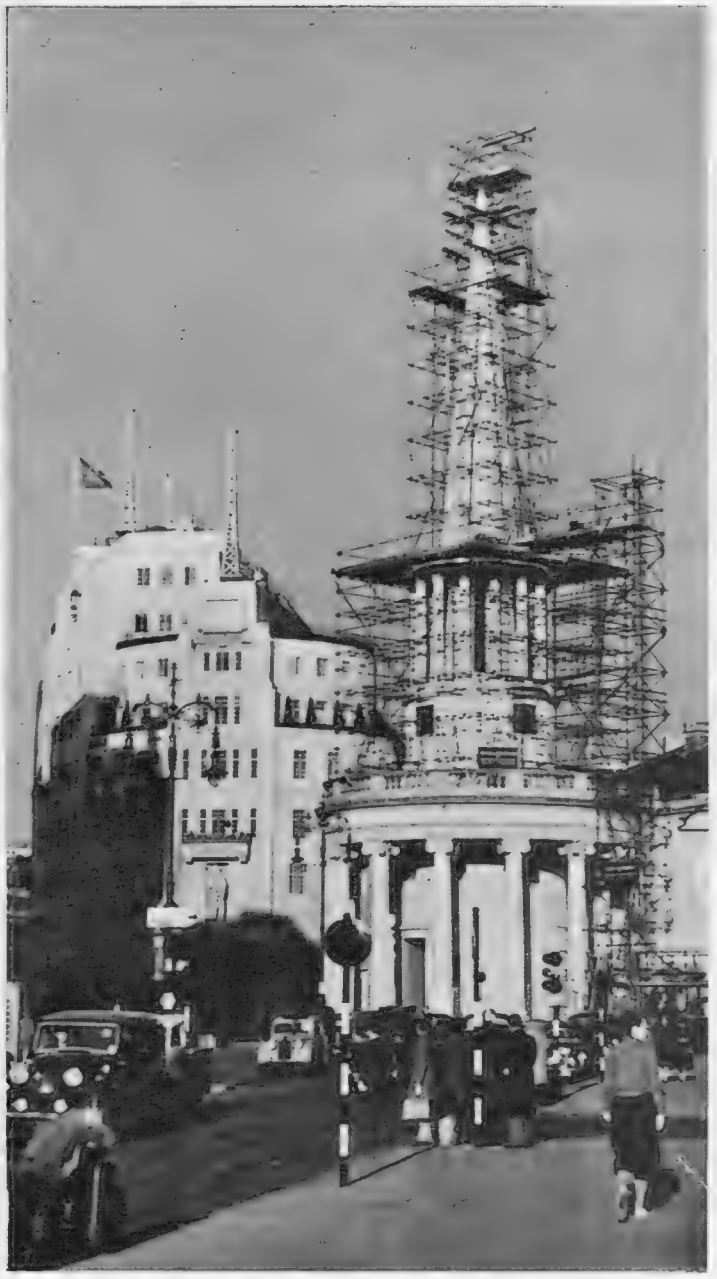
THE MOTOR SURVEY VESSEL "RESEARCH" WHICH IS TO BE EMPLOYED IN THE PORT OF BRISTOL AREA FOR SURVEYING THE MOVEMENTS OF SILT: The *Research*, which is seen here travelling at speed on the Thames, was completed recently at the Hampton-on-Thames yard of John I. Thornycroft and Company, Ltd. It will take the place at Bristol of the launch *Investigator*, which has become out of date. The new vessel has the most modern equipment for taking soundings and for recording the shiftings of sand, silt and mud. Two Diesel engines, set to develop about 55 b.h.p., have been installed, giving the *Research* maximum speed of about 9½ knots.

The waters of all great tidal ports hide constantly shifting and growing banks of sand and mud which are a menace to shipping. The launch *Research*, which takes the place of the old *Investigator* in the Port of Bristol Authority area, has been built especially to combat this expensive phenomenon. The *Research* is equipped with echo-sounding apparatus, and on the foredeck is a leadsman's platform where soundings can be taken by hand. The launch is 53-ft. long, has a beam of 12 ft. and a draught of about 3 ft. 9 ins. As the *Research* will frequently operate in silt-laden water, the stern tubes are fitted with sand-excluding glands, and the engines are cooled by a closed fresh-water circuit with external heat exchangers. With this arrangement no sea water enters the engines, sand is excluded, and the cooling of the fresh water is accomplished through the pipes of the heat exchangers fitted on the hull. In addition to excluding undesirable matter, better thermal control, with consequent higher operating efficiency and reduced cylinder wear, results. The main saloon, intended for members of the Docks Committee on inspection tours, is adequately lit from the sky-light above. On top of the saloon a 9-ft. dinghy is housed. Sockets fitted on each side of the deck take the dinghy's portable davits.

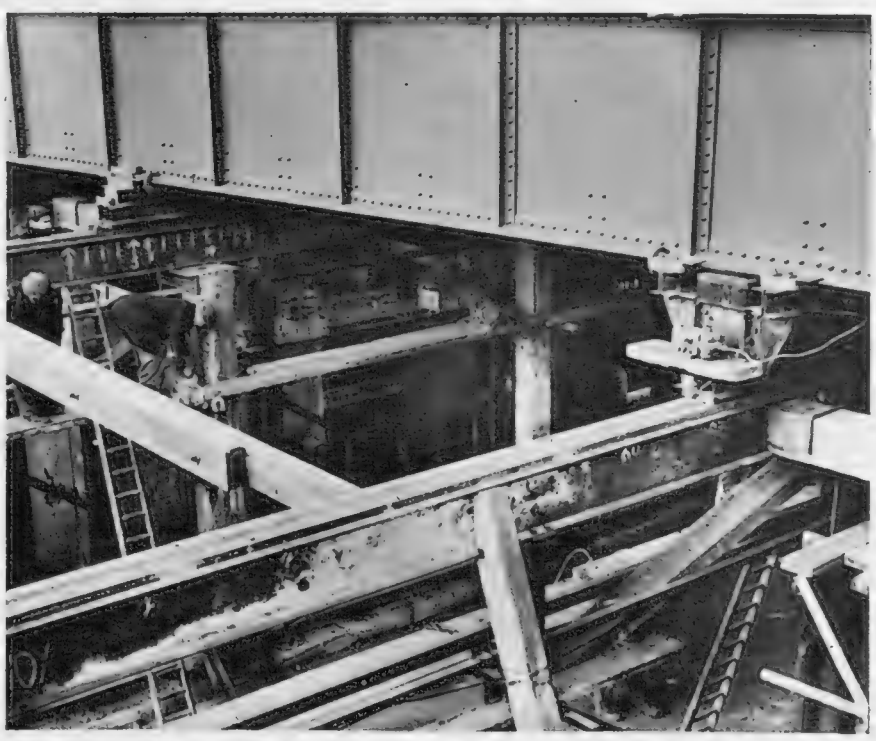
A GENERAL VIEW OF THE MECHANICAL SECTION OF THE SMITHFIELD SHOW AT EARL'S COURT: This picture shows some of the many fine tractors, ploughs and other types of agricultural implements included in the five-day show, which opened on December 3. In the foreground are a few of the fine cattle which were exhibited. There was a good representation of many of the most important beef breeds of cattle in spite of restrictions on the movement of cattle in some districts because of foot-and-mouth disease. The individual championship of the show was won by a pure-bred Aberdeen-Angus steer, Eldon of Kinermony, bred and exhibited by Messrs. J. Sainsbury Limited. It was 2 years 9½ months old and weighed 13¼ cwt. The King won the championship for Devon Long-woolled sheep with lambs from the Duchy Home Farm at Stoke Climsland.

On right—

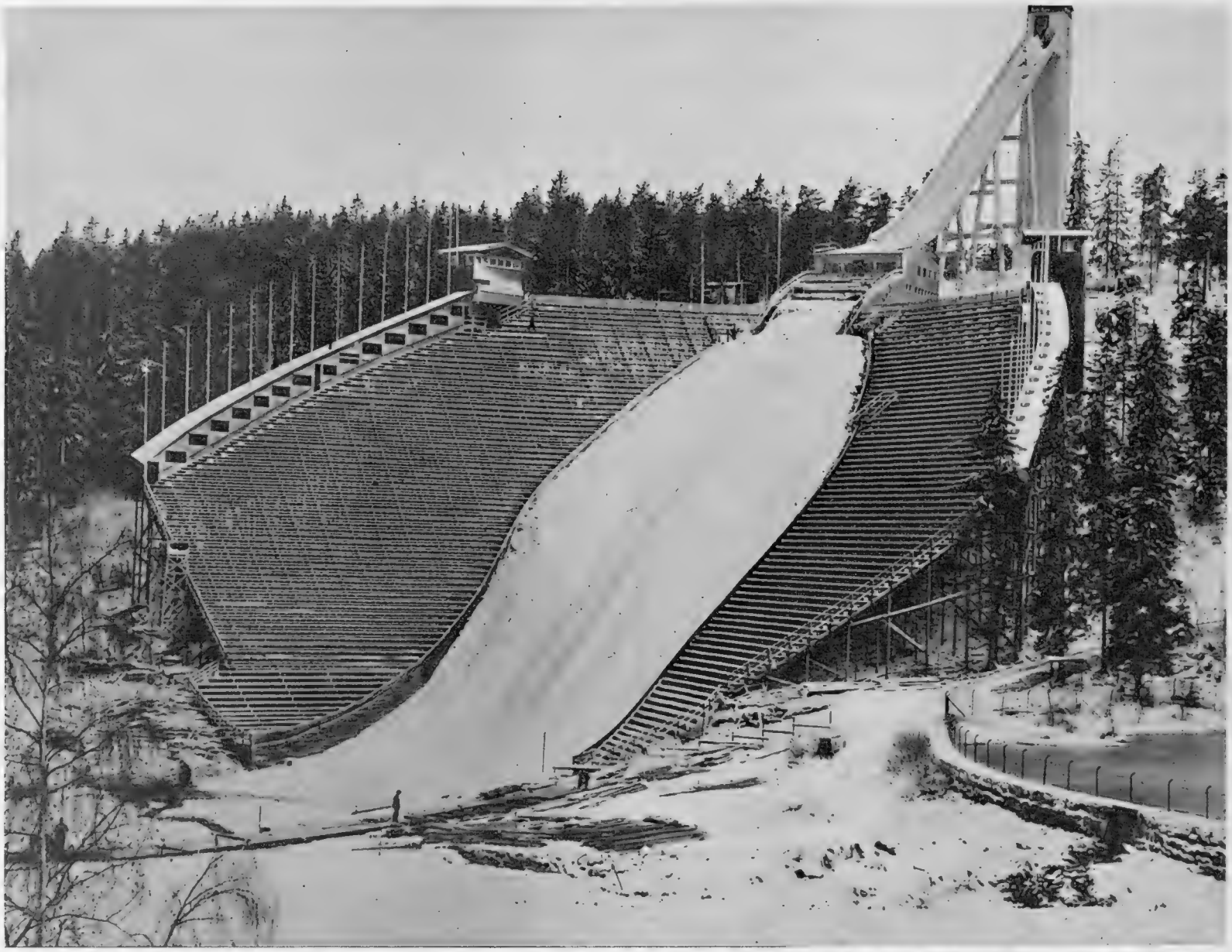
A FORMER FATHER OF THE HOUSE OF COMMONS IS HONOURED AT A PARLIAMENTARY DINNER: Lord Winterton (left), who was Father of the House until his retirement before the last elections, is seen arriving at the House of Commons for a dinner at which he was the guest of honour. With him is Mr. Frederick Gough, his successor as Conservative M.P. for Horsham, Sussex. Senior members of all the parliamentary parties attended the dinner, which, it is believed, was the idea of Mr. Shinwell, Defence Minister in the last Government.



THE RECONSTRUCTION OF ALL SOULS' CHURCH, LANGHAM PLACE, NEARS COMPLETION: This picture of the famous John Nash church, which was badly damaged by bombs during the war, shows Broadcasting House standing behind it on the left. The church spire, which soon after its construction was described as "the ugliest in London," has been capped with a bronze cone. All Souls' has an organ said to be the finest of any parish in London. It was removed for safety during the war but has now been replaced. The building is the work of the Regency architect John Nash. In the same district are the lovely Nash terraces, around Regent's Park, which went to ruin during the war and which have now been largely restored to their original beauty. Nash, who became the favourite architect of the Prince Regent, adopted the design evolved by the Adam brothers of uniting several houses into a single façade faced with stucco, in the construction of these magnificent terraces. He also designed Regent Street, the Haymarket Theatre, the United Services Club and many more of London's most famous and lovely buildings.



A NEW BRIDGE ON THE LONDON TRANSPORT'S DISTRICT LINE: Eight men, using hand winches and steel cables, rolled the new bridge into its position in only two hours. *On left*—A general view of the bridge, which is at Munster Road, Fulham, with the two lines of sleepers ready for relaying. *On right*—A close-up showing how the bridge, which had been built alongside the old one, was rolled along the supporting girders. The old wrought-iron bridge replaced by the new one had been in use since 1880. "Rolling in," as this technique of rapid bridge-building is sometimes called, is much used where it is important not to delay traffic for very long.



THIS IS THE OLYMPIC SKI-JUMPING HILL AT HOLMENKOLLEN, WHICH HAS BEEN ENTIRELY RECONSTRUCTED FOR THE WINTER OLYMPIC GAMES OF 1952 : The Holmenkollen Hill, which is less than half-an-hour's run from Oslo, can accommodate crowds up to 100,000. There on February 17 will be held the combined class ski-jumping, with the special class event on February 24. The Holmenkollen Hill will also provide the start and finishing-point of all the long-distance ski races, the 18 Km. event taking place on February 18, the 50 Km. on February 20, and the 10 Km. on February 23.

OSLO PREPARES FOR THE SIXTH WINTER OLYMPIC GAMES

The Norwegian Capital Becomes in February the Winter Sports Capital of the World

In 1952 sportsmen of the world will forgather at Helsinki and Oslo for the Olympiad, the main events being in the Finnish capital and the winter sports section being in the Norwegian capital.

The Olympic Winter Games will take place from February 14 to February 25, constituting the sixth Winter Olympiad, and already arrangements are far advanced for this great festival of winter sport. The organisers have enlisted the aid of thousands of Oslo citizens, who have responded by placing their homes at the disposal of overseas visitors, and arrangements have even been made to accommodate some of the visitors in schools and other public buildings.

Oslo is ideally suited for this winter sports gathering of the nations, and it is a big point in its favour that many of the main events will be held in and around the city. The slalom course, for instance, is situated at Rodkleiva, only thirty minutes from the centre of the city, the Holmenkollen Hill, where the ski-jumping takes place and the long-distance ski races start and finish, can easily be reached by electric train, while the bob and bobsleigh events will be decided on the new bob-run, which starts at Frognerseteren. Vantage points along the run can be reached in about half-an-hour from the centre of Oslo.

Within Oslo itself are two great stadiums, which will each play a vital part in the Olympiad. The Bislett Stadium, the main arena for the games, is in the middle of Oslo's built-up area. There the opening and closing events of the Winter Olympiad will be held, all the speed skating events, the free figures in the figure-skating events, as well as the presentation of winners' medals.

The even more modern Jordal Amfi, the newly-constructed artificial ice-rink, will be the main arena for the ice-hockey events. This is easily reached from all parts of Oslo by bus, tram or car. It is situated in the south-east district of the city.

For those who wish to see the downhill and giant slalom races, they will have to go farther afield to the mountain terrain at Norefjell, about seventy-five miles from Oslo. The journey should be well worth while, particularly for those who are practised in the use of skis, but it will be rather harder going, of course, for the foot-sloggers.

For all these events Oslo will indeed be *en fête*, with fairy lights at night gleaming along the ski tracks; for there is no city anywhere outside Switzerland where ski-ing is so much in the blood. Go out at any week-end on Frognerseteren, Vettakollen and Grefskollen, the heights which frame Oslo on three sides, rising to over 1,500 ft., and you will see the youth of Norway at play. With rucksacks of food the skiers tour the hills and forest paths with a freedom unknown to citizens in less-favoured parts of the world. The mountains are their heritage, and the Norwegian people make the fullest use of this great natural playground.

AT WORK ON THE JORDAL AMFI ICE-HOCKEY STADIUM IN READINESS FOR THE OLYMPIAD : This is a section of the stand accommodation, showing the concrete steps on which new boards will be laid. It will be seen that the arena is hewn out of the solid rock. Two matches will take place each evening at the stadium.

WINTER HOLIDAYMAKERS AT SUN VALLEY, THE FAMOUS IDAHO RESORT WHICH OFFERS THE AMERICAN SKI-ING ENTHUSIAST FIRST-CLASS OPPORTUNITIES FOR THE ENJOYMENT OF WINTER SPORT: A group of skiers is seen pausing to admire the view during the upward climb, and looking down on the snow-covered roofs of the Sun Valley resort. Cutting right through the borderline between Wyoming and Idaho is the Bitteroot Range, part of the great Rocky Mountain chain, and the pleasant undulating slopes of Sun Valley really belong to the Rocky Mountain foothills. The highest peaks in this area reach to 10,000 and 12,000 ft. and are most spectacular.

Winter Sports in

IDAHO AND GERMANY

THESE ARE THE DOWNHILL AND GIANT SLALOM COURSES FOR THE WINTER OLYMPIAD: They are situated in mountain terrain at Norefjell, about 75 miles from Oslo. Spectators who intend to watch either of these competitions from vantage points along the course must be prepared to use skis. *On left*—THIS IS THE SLALOM COURSE, SITUATED AT RODKLEIVA, ONLY THIRTY MINUTES FROM THE CENTRE OF OSLO: On this slalom course there is a fall of about 570 ft. over a length of 460 yards. The slalom contest for men will be taking place on February 19.

SNOW BIKING IS THE SPORT OF THE MOMENT ON THE ZUGSPITZE, IN SOUTHERN GERMANY: Here members of a party of riders are seen pushing their ski-bikes to the start of the 1,200-metre downhill race on the Zugspitze Plateau. The girl in the centre of the picture is Dagmar Rom, a world champion in slalom racing and a member of the Austrian Olympic Winter Sports Team. Ski-biking became popular in South Germany about two years ago, and it now amounts almost to a craze among the younger folk. The bikes are neatly sprung, with a single spring from the handlebars to the front ski, and double springs placed beneath the rear ski.

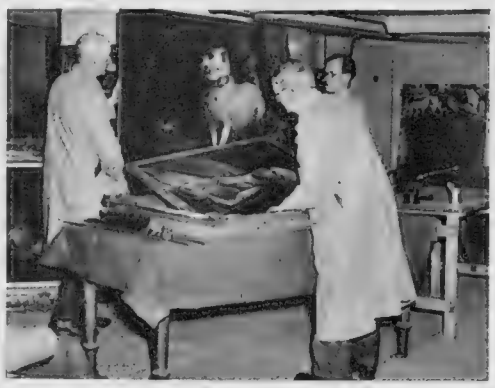
Behind the Scenes at THE TATE

At Work Beneath the Great Galleries Which Do So Much to Foster Artistic Appreciation

PART OF A LOAN COLLECTION IS RETURNED TO OSLO: Workers in the cellars of the Tate Gallery, Millbank, handling a case containing paintings by the Norwegian artist Munch, a successful exhibition of whose works has been held recently in the Gallery. The works of contemporary foreign artists invariably receive a very generous showing at the Tate, which, in turn, often arranges exhibitions in foreign cities through the medium of the British Council.

HOW THE TATE GALLERY'S SURPLUS PICTURES ARE STORED IN THE CELLARS: The pictures are mounted on wire screens and are kept under perfect air-conditioning. When pictures are required for exhibition the screens can be pulled out and the pictures can then be inspected under the ceiling lights.

THE WRAPPERS COME OFF IN THE STATUARY STORE: Workers at the Tate Gallery removing the protective paper coverings from sculptures which have been selected for exhibition outside London. After cleaning and refurbishing comes the delicate task of crating for transport to the provinces.



CONSTANT SUPERVISION OF THE STORED TREASURES OF THE TATE: *Left*—Dusting "The Royal Game," the sculpture by Reynolds Stephens showing Queen Elizabeth and King Philip of Spain playing chess. The pieces on the board are the ships of the English Fleet and the Spanish Armada. *Centre*—Removing a picture from its frame preparatory to regilding the frame. *Right*—Unwrapping the figure of "Spring," by Charles Wheeler. It was about to be cleaned before going out on loan.

During the exceptionally high tide of January 7, 1928, when the Thames burst its banks in the Millbank area of Westminster, the basement of the Tate Gallery was flooded and some of the pictures sustained serious damage.

To-day such an event would be even more serious, for the Tate has greatly increased its collections in the past two decades, and its basement rooms are a centre of unremitting activity by those charged with the task of care and maintenance and with preparing canvases and sculptures for despatch to foreign and provincial exhibitions. The Tate has a world-wide mission in the realms of art. It is a centre of constant interchange, showing as it does the works of foreign artists and sending abroad for display the selected works of British artists. The exhibitions of Van Gogh, Chagall and Munch have all attracted great attention.

The Tate suffered its most serious setback in 1941, when the buildings were badly damaged by bomb-blast and more than fifty incendiary bombs. But since the war the rooms have been reopened as the work of restoration has been continued steadily.

The Tate Gallery came into being in the '90's of the last century, when Sir Henry Tate, the sugar merchant, who owned a collection of sixty-five paintings, offered them to the nation, together with £80,000 for a building if the Government would provide the land. This offer was accepted in 1892, and the Gallery was in due course built on the site of Jeremy Bentham's model prison. It was opened in July 1897.

Among the many additions which have been made from time to time the most outstanding was the gift of nine new galleries by Lord Duveen, to exhibit the Turner collection. This was opened in 1910.

Between the wars, Samuel Courtauld gave the Trustees £50,000 for the purchase of paintings by Manet, Monet, Degas, Renoir, Sisley, Gauguin and Van Gogh, and since then the purchasing policy of the Gallery has become increasingly catholic. Contemporary foreign artists like Paul Klee and Max Ernst have been represented at the Tate, which, under its enterprising Director, John Rothenstein, in playing a very full part in the artistic life of the nation. The Gallery possesses more than 3,000 works by British painters and sculptors, and 500 by foreign artists.

THE FRENCH PRESIDENT AND MME. AURIOL ATTEND A GALA PERFORMANCE FOR UNITED NATIONS DELEGATES AT THE PARIS OPERA: Walking down the magnificent staircase, with a line of Republican Guards on either side, M. and Madame Auriol were arriving to hear a performance of *Jeanne au Bucher*, by Arthur Honnegger and Paul Claudel, given in honour of members of the United Nations Organisation. Statesmen representing their countries at the current session of the United Nations General Assembly in Paris, who attended the performance, were received by the French President.

A NIGHT AT THE OPERA

Mr. Vishinsky and Mr. Trygve Lie were Guests of M. Auriol at a Colourful International Occasion in Paris

MADAME AURIOL, RESPLENDENT IN A DRESS OF WHITE SATIN, WAS A CENTRE OF ATTRACTION AT THE OPERA: Her husband, the French President, seen with her in this picture, was host to the United Nations delegates and officials, who found relief from the debates at the Palais de Chaillot on this colourful occasion.

MR. AND MRS. VISHINSKY AT THE PERFORMANCE OF "JEANNE AU BUCHER" IN PARIS: They are chatting to M. Adrien Theirry, a former French Ambassador. Earlier in the day Mr. Vishinsky took part in the Four-Power Conference on the control of atomic weapons.

MR. AND MRS. TRYGVE LIE AT THE OPERA: The United Nations Secretary-General and his wife were among the many diplomats at the Paris opera.

"JEANNE AU BUCHER" DELIGHTS THE VISHINSKYS: Mrs. Vishinsky smiles broadly at a remark from her husband after the performance. With them is the bearded Russian Ambassador to Paris, Mr. A. Pavlov.

PEOPLE IN THE NEWS

A Survey at Home and Abroad of Personalities in the Public Eye

MR. GEOFFREY CROWTHER, EDITOR OF THE LONDON "ECONOMIST," LECTURING TO THE ECONOMIC CLUB OF DETROIT, U.S.A.: Mr. Crowther was paying his annual visit to the United States and had chosen "What the Churchill Victory Means" as the title of his talk. An authority on economics, Mr. Crowther, who has been editor of *The Economist* since 1938, is one of the best-known figures in British journalism. He studied at Cambridge and at the Yale and Columbia Universities. In 1932 he was a special adviser to the Irish Banks Standing Committee and in the same year he joined the staff of *The Economist*. In 1936 he went to the *News Chronicle*, but left to take the editorial chair of *The Economist* two years later. During the last war he served with the Ministry of Supply and the Ministry of Information and from 1942-43 was Deputy Head of the Joint War Production Staff, Ministry of Production.

MR. LEWIS CHARLES NICKOLLS, WHO RECENTLY TOOK UP HIS POST AS DIRECTOR OF SCOTLAND YARD'S FORENSIC SCIENCE LABORATORY: Mr. Nickolls, seen here at work in the laboratory, succeeds Dr. H. S. Holden, who has joined the Home Office as adviser to forensic science laboratories throughout the country. Formerly director of the forensic laboratory at Wakefield, his home town in Yorkshire, Mr. Nickolls was before the war a chemist in the Metropolitan Police College at Hendon, where he lectured to students on specialised subjects. He has been concerned with almost every important murder investigation in the North of England in recent years. From 1918-19 he served with the Rifle Brigade and was a Labour M.P. in the short-lived Parliament of 1935.

TWO NEW BISHOPS FOR THE MISSION-FIELD ARE CONSECRATED ON ST. ANDREW'S DAY, THE DAY SET ASIDE FOR PRAYER FOR THE MISSIONARY WORK OF THE CHURCH: Seen outside Westminster Abbey after their Consecration by the Archbishop of Canterbury are the Venerable Arthur Ernest Chadwell, Archdeacon in the Diocese of Korea, who was made Assistant Bishop in Korea, and the Rev. Francis Oliver Green-Wilkinson, who was made Bishop of Northern Rhodesia. The Venerable Chadwell is returning to Korea to resume charge of the diocese in the absence of the Diocesan Bishop, the Rt. Rev. A. C. Cooper, who has been missing for many months. Ordained in 1922, he joined the Society for the Propagation of the Gospel in 1926 and began his missionary work at Chin Chun. Shortly after the beginning of the Second World War, when he was Vicar Rural of the Northern Area of Korea, he went to Colombo before returning to this country, where he stayed until 1949. The new Bishop of Northern Rhodesia, who is attached to the Universities' Mission to Central Africa, was ordained in 1946 to a title at St. Mary's, Southampton, where he served under the present Bishop of Peterborough. Before the war he spent several months doing farm work in his present diocese and during the war served with the Eighth Army in North Africa. In 1950 he went out to the diocese of Pretoria, where he remained until appointed to the Bishopric made vacant by the translation of the Rt. Rev. Selby Taylor to Pretoria. Among the bishops taking part in the Consecration at Westminster was the Assistant Bishop of Tokyo.

JAPAN'S PRIME MINISTER PAYS A VISIT TO ADMIRAL HAROLD M. MARTIN, COMMANDER OF THE UNITED STATES SEVENTH FLEET: Shigeru Yoshida, the Prime Minister (left), and Admiral Martin honour the colours on board the flagship of the Seventh Fleet during the Prime Minister's visit, which, it is stated, was of a purely personal nature. Mr. Yoshida had lunch on board the warship with Admiral Martin and later made a short informal tour of the ship. No ship of the American Navy remains a flagship for long, and the name of this particular vessel is not revealed. Shigeru Yoshida, who became Prime Minister and Foreign Minister of Japan after the elections in 1946, presides over a Cabinet of Liberals, Progressives and non-party men. He accepted the office after General MacArthur had announced that Ichiro Hatoyama, who was nominated for the Premiership by the various parties, was ineligible to take his seat in the Diet because of a pre-war record of anti-democratic practices. Mr. Yoshida is a former ambassador to London.

MARSHAL TITO CALLS FOR STRENGTH IN THE FACE OF AGGRESSION : The Marshal, seen here taking his speech from his pocket, gave his views on how peace might best be preserved when opening the Second General Assembly of the International Federation of War Veterans' Organisations in Belgrade recently. He called for the greatest possible efforts to eliminate, at least gradually, everything that alienated the nations, but also for a determined resistance to those who begin wars. Any display of irresolution or appeasement was an erroneous calculation which merely postponed the conflict.

MR. T. S. ELIOT, O.M., AND OTHER DISTINGUISHED VISITORS, AT THE OPENING SESSION OF THE SORBONNE, THE UNIVERSITY OF PARIS : Mr. Eliot (second from left), who received part of his education at the Sorbonne, is seen listening to a speech at the ceremony of conferring degrees. With him are Professor Norman Lewis Torrey, of Columbia University (extreme left), Professor Hugo Theorell, of the Nobel Institute, Stockholm, and (extreme right) Professor Vivario, of Liege, France. The Sorbonne was founded in 1252 by Robert de Sorbonne as a hostel for poor students. It gained a fame and authority in theological matters which lasted until its temporary suppression during the Revolution. In 1887 a vast scheme of reconstruction was commenced and the New Sorbonne is housed in a magnificent range of buildings with a total frontage of 270 yards.

OTTO ERNST REMER, FORMER GERMAN GENERAL AND PRESENT LEADER OF THE SOCIALIST REICHS PARTY, BEGINS A FOUR-MONTH PRISON SENTENCE : Herr Remer, who has been imprisoned for slandering the West German Chancellor, Konrad Adenauer, is seen here at the Press conference he gave at Hanover just before his sentence was due to begin. He had been speaking to reporters for only about ten minutes when officials ordered him to stop. They said that public safety was threatened by his appearance in public because the trade unions were expected to stage protest demonstrations against him. It was Remer who helped to crush the German plot against Hitler in the summer of 1944.

THE FILM STAR BETTE DAVIS, WHO IS BEING SUED BY THE AMERICAN GOVERNMENT FOR 80,820 DOLLARS INCOME TAX : The famous actress sits listening in the Federal Court, Los Angeles, during a hearing of the Government's claim. It was said that Miss Davis owes the money because the death of her former husband, Mr. Alfred Farhsworth, changed her community property status on her 1942-43 income-tax return.

SIR LAURENCE AND LADY OLIVIER LEAVE LONDON FOR NEW YORK : Sir Laurence, and his actress-wife Vivien Leigh, are seen leaving their Chelsea home on their way to Southampton, where they were to embark on the *Mauretania* for the United States. In New York they are to present their productions of Bernard Shaw's *Cæsar and Cleopatra* and Shakespeare's *Antony and Cleopatra*, both of which had remarkable success when they were played on alternate nights at the St. James's Theatre, London. Miss Gertrude Lawrence, who is now playing the lead in the new Rodgers-Hammerstein musical play *The King and I* on Broadway, has lent them a flat in New York. Miss Lawrence hopes to return to London with the show when it completes its Broadway run.

MR. AND MRS. ASAKAI, JAPAN'S REPRESENTATIVES IN LONDON : Until Japanese Peace Treaty formalities have been completed Japan will have no embassy in this country. It is believed, however, that Mr. Asakai, who heads the present Japanese Overseas Agency here, will be the first post-war ambassador to the Court of St. James's when the appointment is made. His wife, Mrs. Takako Asakai, who is thirty-seven, recently arrived in this country from Tokyo and has gone to live with her family in a mews near Belgrave Square. Her father, Mr. K. Debuchi, was a Japanese Ambassador to the United States and Mrs. Asakai lived there with him for some years. Staying with her in London are her three children—fourteen-year-old Toshio, her eldest son, a daughter Akiko, who is twelve years old, and another boy, Kazuo, who is eight.

THE MAN WHO HAS BEEN CALLED "THE MONSTER OF THE TYROL" : He is forty-nine-year-old Guido Zingerle, who was recently sentenced to life imprisonment for murder at Bolzana, Italy. Zingerle was jailed fifteen months ago after a police hunt which had lasted for four years. He was charged with the murder last year of forty-six-year-old Helen Munro, of Oxford, England, and in 1946 of Gertrude Kutin, an Austrian schoolteacher. The police said that he had confessed to both murders. Zingerle also faces another trial in Austria.

THE VIRTUES OF THE NEW DISC BRAKE

A New Feature of Motoring Which Has Come to Stay

BY "THE SPHERE" MOTORING CORRESPONDENT

ONE of the most interesting developments now taking place in British automobile engineering is the evolution of the disc brake. Experts predict that within five years the internal expanding brakes we use to-day, with asbestos-lined shoes pressing against the inside of heavy drums attached to each wheel, will be superseded on most new cars by the disc system.

Perhaps you haven't heard much about disc brakes, and don't quite know what they are like. They are quite simple, really. In place of the familiar drum you will have a disc whirling round with the wheel, and in approximately the same position. When you put your foot on the brake pedal a number of small, round friction surfaces will be pressed against both sides of the revolving disc by hydraulically-operated cylinders. That, at any rate, is the most popular conception of how this disc-braking system will be applied to British cars.

Another version of the disc brake, which is already in use in the U.S. to a limited extent, is reminiscent of the ordinary two-plate clutch, inasmuch as a stationary disc studded with friction surfaces is pressed against a revolving disc. It is the single disc idea which seems most popular with British research engineers, and this is the formula used for an interesting Girling exhibit at the recent Motor Show at Earl's Court. It is similar in principle to the caliper brake fitted to certain makes of bicycle, whose brake blocks grip and squeeze the flat sides of the wheel rim. In the experimental Girling brake the friction surfaces press lightly against the disc all the time, so there is constant automatic adjustment of the braking surfaces.

Now what are the advantages of these new brakes? The engineers concerned with their development claim that they give more positive retardation; keep cooler because the whole disc remains exposed to the open air; are much less likely to "fade," with hard use, than ordinary brakes; are less affected by wet thrown up off the road or "collected" from a flooded surface because the centrifugal action of the disc quickly throws off the moisture; and cut down a car's unsprung weight.

When produced in quantity disc brakes are expected to cost no more than internal expanding brakes. In addition to Girling, two other leading firms known to be experimenting with the new method are Lockheed and Dunlop. Each of these three companies is drawing on lessons learned in the use of disc brakes developed for aircraft. The first practical application of the new-style "anchors" in Britain is likely to be in the realm of high-performance sports cars, and we may expect to see a number of cars fitted with disc brakes racing next season. The experience gained will be built into the disc brakes eventually evolved for the family saloon. It is another example of the benefits conferred on workaday motoring by motor sport.

I learned a lot about this important development during a visit to the Ferodo factory at Chapel-en-le-Frith, in Derbyshire. The Ferodo company is one of the world's biggest manufacturers of brake lining materials. It employs 3,000 people and celebrated its golden jubilee three years ago. Most visitors to the factory are proudly shown a little green-painted hut standing at the edge of the firm's bowling green. It looks like a tiny sports pavilion—and is, in fact, now being used as such. But a plaque inside proclaims the fact that it was the birthplace of the Ferodo Company.

It formerly stood in the garden of the firm's founder, Mr. Herbert Frood, in the nearby hamlet of Combs, in the heart of the Derbyshire Peak District. Frood worked for a boot firm in the Rossendale valley of Lancashire. As he made his way daily to the local railway station in the closing years of the last century he was struck by the primitive nature of the wooden brake blocks used on the iron-shod wheels of the farm carts he passed on the steep Derbyshire hills. These brake blocks very often had old boots nailed to them to make them grip a bit better and postpone the day when they must be renewed.

"I can do better than that," said the young salesman. Working in his little garden hut in his spare time he first produced a brake block made of laminated belting, but after the turn of the century, when the number of the new-fangled horseless carriages was increasing, he produced a brake lining of spun and woven asbestos impregnated with special bonding chemicals. He bought an old mill at Chapel-en-le-Frith to increase his output, and in 1907 formed the Herbert Frood Company. Years later he changed the name of the firm to Ferodo—almost an anagram—because he thought it was better for advertising purposes. To-day the factory covers an area of nearly 13 acres.

ESSO HOUSE, THE MAIN ESSO TRAINING STATION AT ABINGDON, BERKSHIRE: Here garage and service-station employees are taught modern methods of forecourt sales and service, a new aspect of petrol marketing, which "The Sphere" motoring correspondent comments upon in his article on this page. An improvement in the standard of service has long been overdue on the roads of Britain.

Back to Branded Petrol?—This may return in the spring. That is the hope—it is nothing more, at the time of writing—of the leading petroleum companies. It may be wishful thinking, of course, and an Esso spokesman has admitted that neither his company nor either of their leading competitors—Shell-B.P. and Regent—has made any approach to the Government on the subject.

It is unlikely that the Government will end the reign of pink-making Pool petrol until the big producers make strong representations, but I am assured that the negotiations need not take long. The output of Britain's new refineries is growing rapidly, but much of the crude oil from which motor spirit is produced in this new plant has to be paid for in dollars. There is even a big dollar content in crude oil imported from the Middle East. I wonder if there is any prospect of Esso making a dollar gesture of the kind that expedited the end of petrol rationing in Britain? Their advertising campaign, which seems designed to raise motorists' hopes about the return of higher-grade fuel, certainly suggests that something of the kind might be in the wind.

Meanwhile, each of the Big Three petrol combines is busy laying its plans to capture the market. They are all trying to "sign up" as many filling stations as possible for the exclusive sale of their own particular brand of petrol. The Esso people call it their "dealer co-operation plan." Shell-B.P. have another name for it: "Selected representation." Not a hint of the ugly word "monopoly," you will notice. That, of course, is because the average Englishman is suspicious of monopolies. He doesn't like them at all. And it is a fact that many motorists are afraid that in these attempts to establish 100 per cent. filling stations Big Business is ganging up against them.

If these "monopoly" stations really are a bad thing, then motorists have got something to worry about, because it is officially estimated that of the 26,000 filling stations in the country which have two pumps or more, 20,000 have already committed themselves to sell only the petrol of one or other of the Big Three: Esso, Shell-B.P. (and their associates) and Regent.

The question is: Will this new fashion in petrol salesmanship, this new passion for "tied" garages, be a good thing or bad for motorists who pull in for their 3 or 4 gallons of juice? I, personally, don't think there is much to worry about, and I can see quite a few advantages. As far as the Shell-B.P. filling stations are concerned, there will still be quite a choice of brands. A motorist will, in fact, be able to top up with either Shell, B.P., National Benzole, Power or Dominion. The cynic may say, "It's all the same petrol, anyway, under a different name," but I'm not prepared to say if he is right or wrong, because I don't know.

Anyhow, the motorist is surely not going to find it much of a hardship, when he wants to fill up, to wait until he comes to a garage which stocks his favourite petrol! And if he is running rather low, it won't mean the ruination of his engine if he buys someone else's product for once in a while.

Service by the Roadside.—One definite advantage the humble motorist is already getting from the new petrol marketing method is a long-overdue improvement in the standard of service and civility from the gentlemen we used to call petrol-pump attendants, and who are now known, in the new nomenclature, as forecourt salesmen. Britain's petrol-filling stations came into being very haphazardly. Many had their origin when a single pump was installed as an adjunct to a blacksmith's shop, a bicycle repairer or even the village store. Petrol sales were just a sideline—and still are in many cases. Small wonder, then, that in serving a couple of gallons of petrol, an employee who has been called from some other task has not always been a model of politeness and solicitude.

Shell-B.P. and Esso both have schools where forecourt salesmen are instructed in the latest technique of customer service, and it is obvious that this training is an adaptation of the sort of treatment you get when you stop off for gas at a filling station in the United States. (Though heaven forbid that we should ever be afflicted by the high-pressure methods often encountered over there.)

This training at the Esso and Shell-B.P. schools is given free and is part of the bait that has been dangled in front of the independent garage proprietors. They are also offered financial help in improving their premises, including free architectural advice, and loans are advanced when required.

I went along to the main Esso training school the other day and I was much impressed with what I saw and heard. It is located at Esso House, a delightful old mansion at the foot of the Berkshire Downs, near Abingdon, which used to be known as Milton Hill House. Eighty forecourt salesmen—men and women from all over England—are trained there every week.

I saw them being taught how to treat a motorist as a valued customer, even if he calls for only a gallon of petrol, rather than as a tiresome fellow who has interrupted the other work they were doing. They are trained to keep a chamois leather handy to wipe a customer's windscreen without expecting a tip; to offer to top up the radiator and inspect the oil level; to run their eyes round the car and if necessary offer to pump up a flat tyre or point out that a lamp glass is cracked or that a windscreen wiper is coming adrift.

DEALING WITH "THE DEATH SEAT"

A SAFETY FEATURE FOR FRONT SEAT PASSENGERS: This device, known as the "Safe T Table," has been designed by John J. Chika, a Detroit automobile stylist, and fits snugly over the right-hand side of the dashboard in front of what Mr. Chika calls the death seat, as in so many accidents fatally injured people occupy the seat beside the driver. The pictures reproduced below show how the "Safe T Table" does its work in an emergency.

AT THE MOMENT OF IMPACT: This picture shows how the "Safe T Table" shoots out the rubber-cushioned protector, preventing the passenger from being flung forward and into the windscreen.

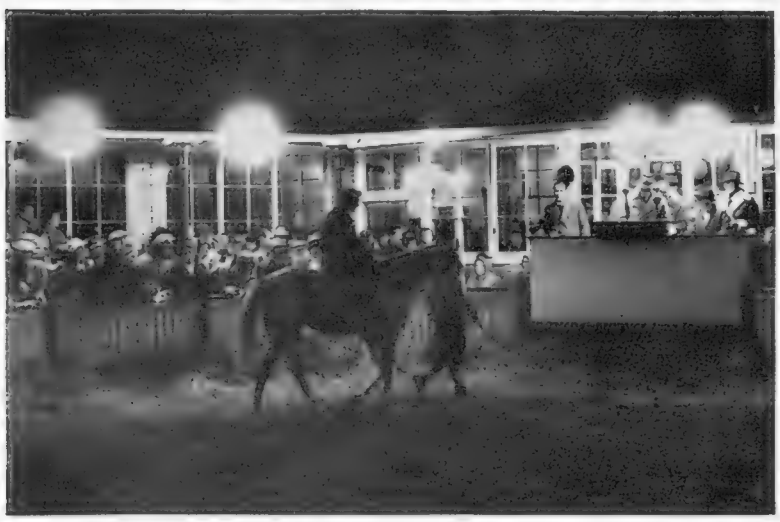
THE "SAFE T TABLE" AS A TEA-TABLE: Here the protective device is seen in another capacity. With this device its inventor, Mr. John J. Chika, of Detroit, claims that the front seat becomes the safest and most comfortable seat in the car.

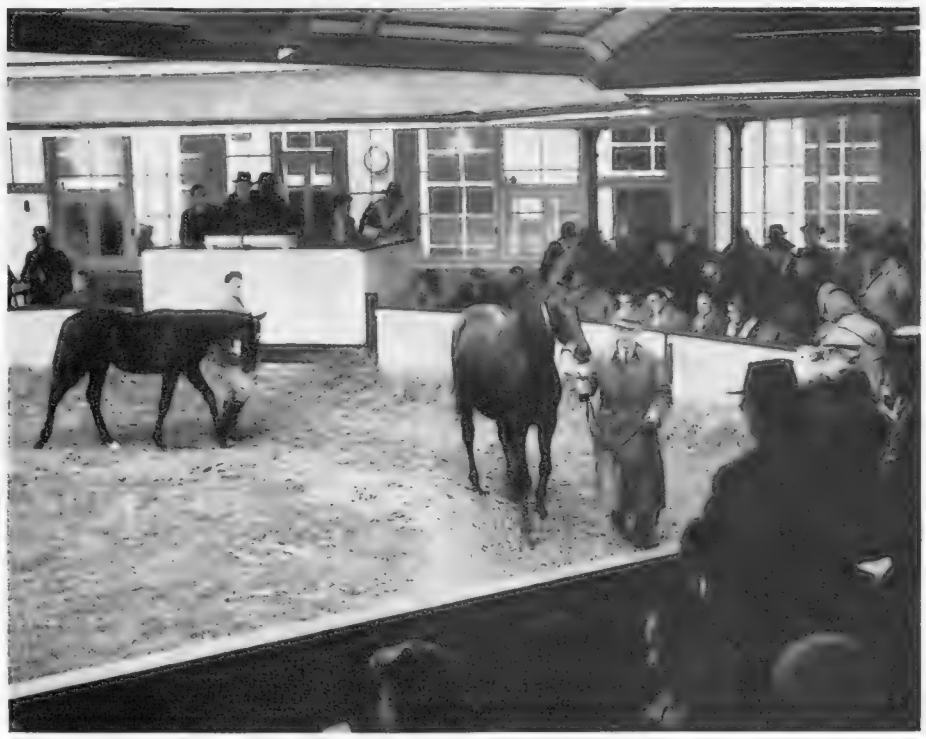
OVER THE HILLS . . . . AND FAR AWAY

Hunting in the Cotswolds; the Newmarket Sales; "Discovery II" Returns to Plymouth

On right—

THE NORTH COTSWOLD HUNT MEETS AT BROADWAY TOWER: In the pale but bracing winter sunshine, men, horses and hounds of the North Cotswold Hunt gather near the celebrated Broadway landmark before the hunt begins. Broadway is a picturesque Worcestershire village remarkable for its stone-built Elizabethan houses. Between the wars it was a favourite haunt of artists and authors.





THE DECEMBER SALES AT NEWMARKET—MR. CHURCHILL'S COLONIST II GOES FOR 7,000 GUINEAS: Colonist II, seen here in the sale ring at Newmarket, cost Mr. Churchill £1,500 and won him over £12,000 in prize money, winning thirteen races out of twenty-four. The horse, which was sold to Captain P. G. A. Harvey, a well-known breeder and owner, is now five years old and has become the most popular racehorse in Britain. Two lots offered at the sales on the first day realised 9,500 guineas each. Mr. K. Freeman paid this sum for the Derby third, Double Eclipse, a son of Hyperion out of a mare who is the half-sister to the Ascot Gold Cup winner, Precipitation

THE ROYAL RESEARCH SHIP "DISCOVERY II" ARRIVING AT PLYMOUTH AFTER A TWENTY-MONTHS VOYAGE TO THE ANTARCTIC: *Discovery II*, a steel steamship of 1,036 gross tonnage, left Plymouth on May 10, 1950, the purpose of her voyage being to round off the general survey that had been in progress some years before the war. Four mountains on the sea-bed—one in the Pacific and three in the Indian Ocean—were discovered by echo-sounding.

R.R.S. *Discovery II* belongs to the National Institute of Oceanography. Nearly two years ago, with a crew of forty-nine and seven scientists on board, she sailed quietly from Plymouth, England, on a voyage of research that was to last for nearly two years. Starting from the continental shelf and working gradually to the deep Atlantic water, the vessel began her work by stopping periodically for the operation of specially designed water-sampling bottles and other apparatus designed to find the density, temperature, chemical constituents of the water and the existence of animal life at various depths to the bottom. She then proceeded via Malta, Port Said and Colombo to Fremantle. From there she made her first trip down to the polar ice edge and in the months that followed a series of visits to Antarctica were made. In spite of extremely bad weather, *Discovery II* circumnavigated the polar continent and made many valuable observations. The voyage back to Britain began on October 1, further research being carried out on the way. Some years will be needed to work out in full the data and material obtained during this lengthy and successful voyage.

A SCENE IN THE RING AT PARK PADDOCKS, NEWMARKET, DURING THE DECEMBER SALES: Over 1,100 thoroughbreds, among them some of the most famous racehorses in the world, were offered at these sales. The Aga Khan sold ten mares for a total of 21,520 guineas, and at an average of over 2,000 guineas.

COMMANDER J. F. BLACKBURN, D.S.O., R.N., MASTER OF "DISCOVERY II": In the course of his voyage Commander Blackburn circumnavigated the Antarctic and made surveys in the Pacific and Indian oceans.

The World of Books—By VERNON FANE

TREACHERY IN THE LAND OF UNCLE SAM

A New Novel Which Reflects the Growing American Preoccupation with Communist Infiltration

IN the United States most people are acutely conscious of the dangers of Communism, and their awareness is taking the form of every kind of investigation, inquiry and, as they generally put it, probe. It is not really surprising, therefore, that their fiction should begin to reflect their anxiety, and in Miss Helen MacInnes' new novel, NEITHER FIVE NOR THREE (Collins. 12s. 6d.), it finds fresh expression. The author is, as we know, a Scot, but she writes of the country of her adoption, and particularly of New York, with great understanding, not as a foreign observer but, as it were, from the inside looking out. Her book is in the main gloomy in tone, its subject being the efficiency of Communist infiltration into mildly intellectual and magazine circles in New York, but it is lightened from time to time by her conviction that there are always men and women whose integrity and courage are adequate for the fight. The heroine of the story is one Rona, a young woman of undoubted intelligence, good looks and strong character, who, nevertheless, may appear to the reader to be a little unreal just because she *is* a little too good to be true. Her only foolishness, in fact, though it is a major one, seems to be in falling in love with a singularly bad-tempered man of whom she is more than a little afraid, and who proves to be an active traitor to his country. In the end it is partly through Rona's fears for her own happiness, but in a great degree through her patriotism, that this man and his associates are baulked and meet their peculiarly sticky ends which, incidentally, include defenestration, a practice which appears to have survived well beyond Borgia days. I found this novel extremely interesting, well planned and ably written, but, though it is none the worse for having a serious intention, I also found it a trifle heavy on the hand.

SHE HAS BROUGHT TO LONDON THE HITHERTO UNWRITTEN SONGS OF THE COUNTRY FOLK OF CONNEMARA: Dr. Leddy, a twenty-seven-year-old Irish woman doctor, seen with her host in London, Mr. Adrian Beecham, the composer son of Sir Thomas Beecham, as they were going over together the score of one of the traditional songs which Mr. Beecham has prepared. Some of the songs are over 1,000 years old.

For his long new novel, CHILDREN OF THE ARCHBISHOP (Collins. 15s.), Mr. Norman Collins seems to have developed a new style, sprightly, confidential and a pattern of *bonhomie*. The story is concerned, at great length, with a Putney orphanage between the years 1920 and 1938, and with a multitude of people, adults and children, who are connected with the institution in one way or another. To keep track of them all, as Mr. Collins does with a technical competence that is little short of dazzling, would be a daunting effort for most writers. It is to this one's credit that it is no effort at all to the reader.

We find ourselves back in America with NEW YORK 22, by Ilka Chase (W. H. Allen. 10s. 6d. net), but it is as different from the two preceding books as chalk is from cheese, or, perhaps, a nylon stocking is from what we see around over here. *New York* 22 is a postal district of New York City, slap in the middle of Manhattan Island and approximating to, but comparable in very little else with, Mayfair in London. We are told that the streamlined sophisticates who live in these precincts feel as much at home in the Champs Élysées as they do in Park Avenue, and we can well believe it. We can also believe that in the canyons which skirt these thoroughfares, love-affairs, infidelities and broken hearts abound amongst the resident members. The only difference seems to be that in *New York* 22 the lady always wishes to be married, which argues that she must, therefore, get divorced from her current attachment. They order things differently in France. Miss Ilka Chase sets down the American women's view of such happenings with a lively and convincing pen. It is very much a woman's book.

A novel whose action swings across the Atlantic in the amusingly named *Maiden Monarch* (which, incidentally, gets stuck on a mudbank off the Isle of Wight) is MAIDEN VOYAGE, by Barnaby Dogbolt (Heinemann. 12s. 6d.). It is a comedy which relies for its entertainment upon the foibles of those widely differing people who live in what United Nations officials describe as the U.S.A. and the U.K.

MY HEART SHALL NOT FEAR, by Josephine Lawrence (Heinemann. 10s. 6d.), is one of those pleasant and competent American family novels by a skilful practitioner. Miss Josephine Lawrence has the "feminine interest" taped from A to Z, but what lifts her work, and this book in particular, out of the stereotype is the edge of satire and the appreciable wit with which she is able to garnish her narrative, even though it deals with such prosaic facts as the rise in the cost of living and the housing shortage, which appears to be as acute in the U.S.A. as it is here.

Of the serious (i.e., non-fiction) books this week, easily the most provocative is the biography of OSCAR WILDE, by St. John Ervine (Allen and Unwin. 18s.). Of the writing of books and pieces about Wilde there is no end, and not all of them have succeeded in being as interesting as its subject. There can, however, be no two ways about Mr. St. John Ervine. Not only is he a critic of very strong opinions, but he has a command of language—I could almost say vituperation—unequalled by any of his contemporaries. He is also a distinguished dramatic critic, and from that eminence is well qualified to judge of Oscar Wilde as a dramatist. He thinks nothing of Wilde's dramatic abilities, and still less of his character. As a dramatist he is willing to admit that Wilde had some small talent, as a man he can find very little good to say of him.

From the iconoclasm of Mr. St. John Ervine, we reach the calmer and more rarefied atmosphere of apotheosis with THE LIFE AND WORKS OF D. H. LAWRENCE, by Harry T. Moore (Allen and Unwin. 25s. net). It is even garnished with a terribly factual map of "the Lawrence country" as endpapers. The frontispiece, by Jan Juta, looks like something which Salome discarded, while the rest of the illustrations are about as factual as a collier's Saturday night.

None of which has anything to do with Lawrence and form a poor embellishment to Mr. Harry Moore's painstaking and extremely competent survey of the life and works of his hero. Naturally, he has very little to add to what we have been told so often before, and there is no fresh critical interpretation to make us sit up once more and take notice of the one authentic genius of our generation.

From D. H. Lawrence to Wilfred Pickles may not be as far as it seems. After all, there is but a county in between and it may be that the one's knowledge of English poetry could not easily be outmatched by that of the other. SOME TIME NEVER, by Wilfred Pickles (Werner Laurie. 10s. 6d.), is a mystery in the sense that nobody has been able to guess how he could have found time to write it. You have only to open it at any page you like to be confident that no one but he could have written it, for the unmistakable signs are there; the same high spirits, the same jovial affabilities; the same shrewd insight into the foibles of all sorts and conditions of persons, but more especially of the kind of ordinary folk whom you and I pass in the street and meet in the public transports every day. Mr. Pickles writes with that infectious *bonhomie* which makes him the most popular broadcaster anywhere to-day. He also uses what I would call *naïveté* which, I suppose, is part of the stock-in-trade of some of the greatest of our actors. As, for instance, when he talks of the "plush, leathery serenity" of the Garrick Club, and suggests that Colonel Blimp is a member. Surely Mr. David Low could enlighten him, because it is well known that it was to that Club that Colonel Blimp went when he died.

Seven New Publications

The St. Catherine Press have just published at 35*s. the fifth edition of* **DEEP DIVING AND SUBMARINE OPERATIONS.** *This revised edition of Robert H. Davis's Manual for Deep-sea Divers and Compressed-air Workers contains, in addition to other new matter, descriptions and illustrations of the developments in diving appliances during the Second World War and since.*

The third and last volume of **THE COMPLETE SHORT STORIES OF W. SOMERSET MAUGHAM** *is published by Heinemann at* 12*s. 6d.*

THE STORY OF BUCKINGHAM PALACE (Odhams. 15s.) *is Marguerite D. Peacocke's review of the Royal Home through seven reigns.*

OXFORD v. CAMBRIDGE (Clerke and Cockeran. 16s.), *by Howard Marshall, is the first complete and comprehensive story of the Varsity Rugby Match.*

Adolph Morath has dedicated his **PORTRAIT OF IRELAND** (Max Parrish. 30s.) *to Irish men and women all over the world.*

In **A BOOK OF TREES** (Faber and Faber. 30s.) *Adrian Hill approaches his subject as an artist, rather than a botanist or an arboriculturist.*

THE GRANDFATHER CLOCK (John Sherratt. 25s.) *is a revised edition of Ernest L. Edwardes's archæological and descriptive essay on the Long-case Clock with its Weight-driven Precursors and Contemporaries.*

CIRCUSIANA

Mr. Hippisley Coxe Takes Us to a Seat at the Circus

This is circus-time in England, and for Londoners in particular the Big Top is an unfading, unfailing hardy annual, although not of great lineage, for Astley's Amphitheatre, the first London circus, was inaugurated only in 1769, while Ricketts, the great American circus figure before Barnum, belonged to about the same period, having performed before George Washington. In less than two centuries, however, the modern circus, as opposed to the popular entertainments of classical Rome, has developed a widely-accepted technique, and now it seems it has acquired an historian, a writer with a deep enthusiasm for the sawdust ring and a flair for describing the technique of showmanship. He is Mr. Antony Hippisley Coxe, who acted as one of the conveners of the Festival of Britain, arranging the tight-rope walking act across the Thames and other spectacular features of the South Bank Exhibition. In his book A SEAT AT THE CIRCUS (Evans Bros. 15s.) the author describes a typical circus programme from overture to finale, giving descriptions of all the well-known acts and of the work, skill and courage often necessary to present them to the public. He tells, too, of his own cats' cabaret in which his charges, Aubrey, Clovis, Fitzpatrick, Nico, Caroline and Marianna, purring, miaowing and ringing bells, went on the air and appeared at the Café Anglais, finally joining Ginnett's Circus. Apparently they were very good troupers, except on one occasion when they heard a sea-lion bark, and forthwith all fled. Mr. Hippisley Coxe closes his wide-ranging survey with a bibliography based, no doubt, on the 300 volumes of Circusiana he has in his own possession and a glossary explaining some of the strange and often engaging words which form the language of the circus, such as the tober, the trampoline, and the trinka, and introducing us to such specialities as the Maranelli bend, the Cascade and the Humptsi-Bumptsi. The author makes a plea for more foreign circuses in this country, reminding us that the circus has always been and must always remain international. Throwing quota barriers across national frontiers, he says, makes the circus turn inwards. This means no fresh blood and no new ideas.

There could be two clear-cut paths for the historian of the Royal Academy, and one would, of course, be iconoclastic, for Burlington House has in most generations had its share of critics. That, needless to say, is not the path of Sir Walter Lamb, Secretary of the R.A., who in THE ROYAL ACADEMY (Bell. 15s.) proceeds from Presidency to Presidency, from Reynolds to Lutyens, with stately, unruffled calm, and strict attention to names, times and dates. The result is a most useful handbook, academic in manner and replete with lists of members, honorary members and officers, together with their dates of appointment or election. To the layman it will surely make dull reading.

It was Edward Garnett who first drew attention to the power of H. E. Bates as a novelist, and since then his simple and direct characterisation, his honesty of craftsmanship, have borne out Garnett's prophesying. Now a collected edition of Bates's work, known as the Evensford edition, is being prepared, and the first three titles, issued by Michael Joseph at 9s. 6d. each, are THE PURPLE PLAIN, THE CRUISE OF THE BREADWINNER AND DEAR LIFE, and FAIR STOOD THE WIND FOR FRANCE. The last-named has been called the finest novel of the Second World War. This account of an escaping air crew and their adventures in France has gone through many impressions since first published in 1944. It is at once intensely exciting, conjuring up the hidden menaces and treacheries mingled with the heroism of a people in a half-occupied land, and deeply moving in its gentle presentation of a romantic theme.

The third volume of G. M. Trevelyan's ILLUSTRATED ENGLISH SOCIAL HISTORY (Longmans. 21s.) now makes its appearance, and there will be one more to come to complete the series. Miss Ruth C. Wright has again been successful in assembling relevant illustrations to a text which needs no new praise.

The latest addition to the County Books, a series of fifty-seven volumes, of which forty-five have now been published, is J. Fairfax-Blakeborough's YORKSHIRE, EAST RIDING (Robert Hale. 15s.). Due to lack of minerals, this Riding retains its rural character and has never been in any danger of being spoilt by industrialisation. The author's main emphasis is upon the harvest of land and sea, and he has placed much emphasis on sport, which has always played a big part in East Yorkshire life.

Like the County Books, the Andrew Lang Fairy Books keep rolling from the press. The latest are THE ROSE FAIRY BOOK (Longmans. 10s. 6d.) and ARABIAN NIGHTS (Longmans. 11s. 6d.). Both volumes are admirably illustrated by Vera Bock.

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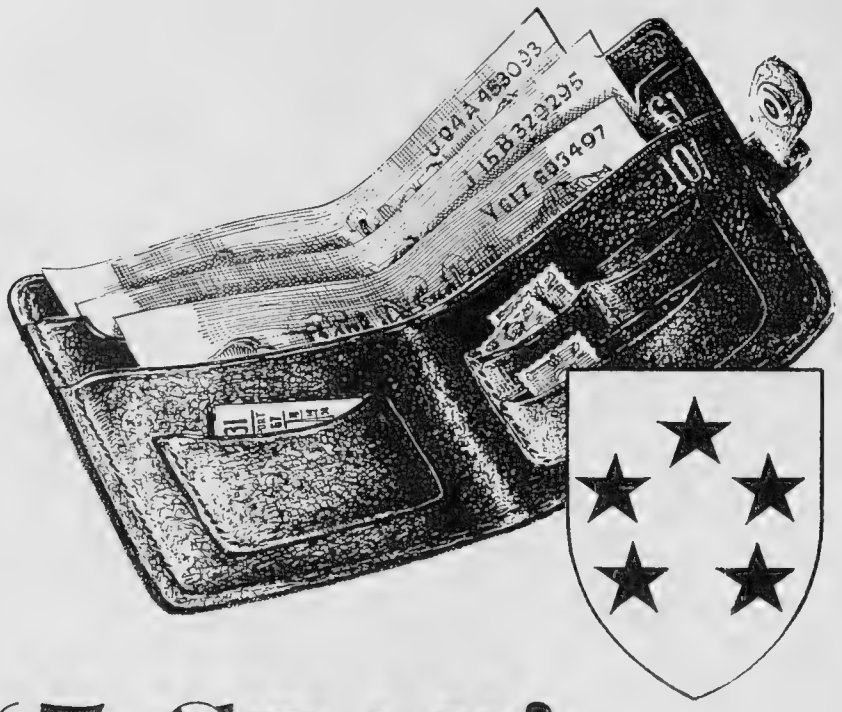

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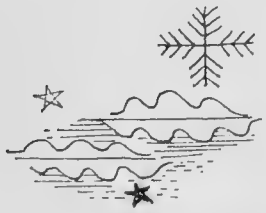

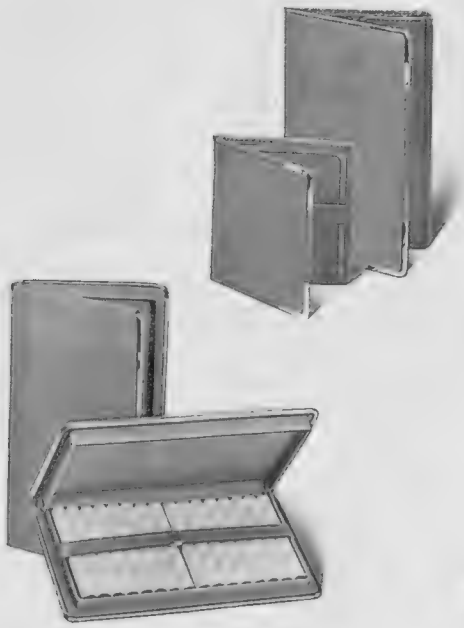

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Will you pretend this Christmas that YOU are on the receiving end of the famous EMERGENCY LINE "999"? Will you answer this call for help before you spend those last few coins in your purse on extra Christmas presents?

Your family and friends are secure in the knowledge of your affection. They will not mind if you give less to them in order to answer the S O S of those who have so pitifully little, either of security or affection, and who so desperately need the joy of being remembered when they have thought themselves forgotten. No one should be forgotten at Christmas.

As you sit by your own fireside with your family this Christmas, let the dancing fire on the hearth remind you of the firemen who wait. Let it remind you how quickly your call for help would be answered if the flames that burn so happily about the Yule logs were suddenly leaping angrily about the rafters of your house.

This, too, is a call for HELP—YOUR help. This is from the Lost and Lonely, the Sick, and the Friendless. They are dialling "999"—for YOU.

PLEASE ANSWER.

But . . . please don't forget the others!

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